

# GRAIN DEALERS' JOURNAL

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England & Co., Chas., grain, hay.\*  
Fahy & Co., John T., gr'n receivers and expts.\*  
Frisch & Co., J. M., grain and hay receivers.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Herzer & Son, Gustav, grain, seeds, hay.  
Huyett, D. Yulee, strictly commission.  
Johnston Co., Thos., grain receivers.\*  
Jones & Co., H. C., grain and hay.\*  
Kilwan Bros. Grain Co., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Muller Co., Louis, receivers and exporters.\*  
Pitt Bros. & Co., receivers and exporters.\*  
Robinson & Jackson, grain receivers.\*

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Cressey, Fred L., hay, grain, millfeed, commissn.  
Faithfull, S. E., grain and millfeed.  
Ranlet Co., The D. W., grain and millfeed.  
White & Co., W. A., grain receivers.

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Delp Grain Co., E. E., grain and mill feeds.

## BOZEMAN, MONT.

Benepe-Berglund Grain Co., Mont., oats & barley.

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Buffalo Cereal Co., grain.\*  
Burns-Yantis Grain Co., grain commission.\*  
Burns, Co., B. J., grain commission.  
Churchill Grain & Seed Co., buyers, shippers.\*  
Electric Grain Elevator Co., grain buyers.\*  
Gallagher, Wm. B., salvage grain.  
Heathfield, W. G., strictly commission.  
Irwin, Dudley M., barley.\*  
Pratt & Co., grain commission.\*  
Townsend-Ward Co., grain commission.\*  
Waters, Henry D., grain commission.  
Wohlers & Co., H. W., grain, millfeed.

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Cunningham, Chas., grain.  
Halliday Elevator Co., corn, oats.\*  
Redman, Magee & Co., grain.\*  
Thistlewood & Co., grain and hay.

## CAMBRIDGE, NEBR.

Rankin Bros., wholesale grain.

## CEDAR RAPIDS, IOWA.

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Bogert, Maltby & Co., commission merchants.\*  
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Crichton & Co., grain commission.\*  
Dickinson Co., The Albert, seeds.  
Dole & Co., J. H., grain and seeds.\*  
Finney, Sam., commission.\*  
Fitch & Co., Walter W. K., Mitchell, Mgr.\*  
Fraser & Co., W. A., grain commission.\*  
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Gerstenberg & Co., grain, seeds.\*  
Hately Bros., grain and provisions.  
Holt & Co., Lowell, grain receivers.\*  
Hooper Grain Co., receivers, shippers.\*  
Lamson Bros. & Co., consignments solicited.\*  
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McKenna & Rodgers, commission merchants.  
Merchants Grain Co., commission merchants.\*

## CHICAGO—Continued.

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Perrine & Co., W. H., grain and commission.  
Pfeiffer, Carl, F. W., grain commission.  
Pope & Eckhardt Co., grain and seeds.\*  
Press & Co., W. G., grain, provisions, stocks, etc.  
Pringle & Wing, grain and provisions.  
Rang & Co., Henry, grain commission.  
Requa Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.\*  
Rogers Grain Co., buyers and shippers.\*  
Rosenbaum Bros., receivers, shippers.\*  
Rumsey & Company, grain commission.\*  
Sawers, A. R., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Somers, Jones & Co., grain and field seeds.\*  
Sincere & Co., Chas., N. Y. stocks, Chicago grain.  
Thayer & Co., Clarence H., commission.  
Van Ness, Gardiner B., grain commission.\*  
Wagner, E. W., receiver and shipper.\*  
Ware & Leland, grain, seeds.\*  
Wells & Co., T. E., grain commission.\*  
Winans & Co., F. E., grain and seeds.\*

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Brown & Co., W. L., receivers and shippers.\*  
Early & Daniel Co., grain and hay.\*  
Ellis & Fleming, grain and hay.\*  
Gale Bros. Co., grain, hay, feed.\*  
Interstate Grain Co., receivers and shippers.\*  
Loudon & Co., grain commission.  
Perin Bros., wheat and corn millers.  
Union Grain & Hay Co., grain and hay.

## CLEVELAND, O.

Abel Bros., hay, grain, feed.  
Bailey, E. L., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Schmitt, H., grain, hay, straw.\*  
Sheets Bros. Eltr. Co., the, grain, hay, straw.\*  
Star Eltr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., grain, seeds, hay.\*  
Union Elevator Co., grain, hay, straw.\*

## COLORADO SPRINGS, COLO.

Robinson Grain Co., grain, hay and flour.  
Seldomridge Grain Co., grain dealers.

## COLUMBUS, O.

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Crabbs-Reynolds-Taylor Co., grain, seeds.\*

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Rothschild Grain Co., D., grain merchants.\*

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Baldwin & Co., H. I., grain dealers.\*

## DANVILLE, ILL.

McConnell, R. B., grain dealer.

## DENVER, COLO.

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Bancroft-Marty Feed & Produce Co., grain and hay.  
Best & Co., J. D., grain and hay.  
Cash Commission Co., grain and hay.  
Crescent Mill & Eltr. Co., flour and grain.  
Longmont Farmers Mill & Eltr. Co., flour, grain.  
Scott, E. B., broker grain, cottonseed meal, bags.  
Thompson Merc. Co., W. F., hay and grain.

## DETROIT, MICH.

Botsford & Barrett, grain receivers and shippers.  
Carson, Craig & Co., receivers, shippers.  
Caughy & Carran, grain and field seeds.  
Dumont, Roberts & Co., receivers, shippers.\*  
Ellair, Wellington & Co., stocks and grain commission.  
Lapham & Co., J. S., recvrs. & shippers of grain.\*

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Keller, Emil, grain broker and track buyer.

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Ft. Worth Grain & Ele. Co., receivers, shippers.  
Kolp, E. R. & D. C., grain and seed dealers.  
Smith Bros. Grain Co., buyers, shippers.  
Terminal Grain Co., receivers, shippers.

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Jockusch, Davison & Co., grain, hay exporters.  
Wisrodt Grain Co., wholesale grain eltr. facilities.

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Grubbs Grain Co., E. A., track buyers.\*

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Harrisburg Feed & Grain Co., grain, feed, hay.\*

## INDIANAPOLIS, IND.

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Files-Greathouse Grain Co., grain com's'n merchts.  
Finch & McComb, grain commission.  
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Probst & Kassebaum, comm. & whol. grain & hay.  
Purtelle & Co., Eugene, grain commission.  
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Browder & Haym, brokers, grain, hay.

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Davis & Co., A. C., grain commission.\*  
Ernst-Davis Grain Co., commission.\*  
Fowler Commission Co., receivers and shippers.  
Goffe & Carkner, recvrs. and shippers of grain.\*  
Hinds & Lint Grain Co., receivers, shippers.\*  
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Kemper Mill & Eltr. Co., grain and grain products.  
Lichtig Grain Co., Henry, receivers and shippers.  
Lonsdale Grain Co., grain receivers.  
Moore Grain Co., receivers and shippers.\*  
Moore-Lawless Grain Co., grain receivers.  
Moss Grain Co., barley a specialty.  
Peirson-Lathrop Grain Co., commission merchts.\*  
Roaben-Carey Grain Co., grain, flour, millfeed.  
Smith & Son, J. Sidney, receivers, shippers.\*  
Steele & Co., H. H., grain and seeds.  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., grain commission.

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McCray, Morrison & Co., track buyers.\*

## LA FAYETTE, IND.

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Frost, David C., grain, seeds and hay.

## LINCOLN, NEB.

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Wright-Leet Grain Co., buyers and shippers.

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Gossell, Fred L., recvrs., shprs., grain, hay.

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Brandels & Son, A., receivers and shippers.\*  
Callahan & Sons, grain.\*  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, Oscar, hay and grain.  
Schuff & Co., A. C., receivers grain and hay.\*  
Thomson & Co., W. A., grain receiver.  
Verhoeff & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.\*

## LYNCHBURG, VA.

Peters, McHenry, grain and hay brokers.



# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## MEMPHIS, TENN.

Booker, W. J., grain broker.  
Clark, Burkle & Co., grain and hay commission.  
Davis & Andrews Co., grain dealers.\*  
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Jones & Rogers, grain dealers.\*  
McLaughlin Coal & Grain Co., grain and hay.\*  
Patterson & Co., G. E., receivers and shippers.\*  
Pease & Dwyer Co., receivers and shippers.\*  
Wade & Sons, John, grain and hay commission.\*  
Webb & Maury, grain and hay.\*  
Wyatt, E. W., broker, grain and millfeeds.

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Metamora Eltr. Co., Corn, Oats, Wheat, Hay\*

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Pollock Grain Co., grain, hay and straw.

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Bell & Co., W. M., grain and seeds.\*  
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Conchlin, T. C., grain commission.  
Courtson, S. G., field seeds.  
Donahue, P. P., grain, feed, mlg. wheat a splty.  
Fagg & Taylor, grain merchants.\*  
Franko Grain Co., grain and feed.\*  
Kamm & Co., P. C., barley and rye.\*  
Lauer & Co., J. V., grain commission.  
Lowry & Co., I. H., grain commission.\*  
Lyman Smith Gr. Co., shippers of choice grain.\*  
Mereness & Gifford, grain commission.  
Stacks & Kellogg, Grain Merchants.

## MINNEAPOLIS, MINN.

Atwood-Stone Co., grain commission.  
Brown & Co., E. A., commission.  
Cargill Commission Co., grain commission.  
Cargill Elevator Co., field seeds.\*  
Cooper Commission Co., receivers, shippers.  
Dakota Cereal Co., grain, barley & oat specialists.  
Davies & Co., F. M., grain commission.  
Gatchell-Tanton Co., grain commission.  
Hankinson & Co., H. L., grain commission.  
Marfield-Tearse Co., grain commission.\*  
McIntyre-Frerich Co., grain commission.  
McLaughlin & Co., W. S., grain shippers.  
Minnesota Grain Co., grain commission.\*  
Minneapolis Seed Co., field seeds.  
Nye, Jenks & Co., grain commission.  
Randall, Gee & Mitchell Co., grain and seeds  
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Stair, Christensen & Timmerman, com's'n merchts.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Welch Co., E. L., grain commission.

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Miller & Co., grain commission.\*  
Wilkes & Co., J. H., recvrs. & shprs. grain, hay.\*

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Smith & Wallace Co., J. C., receivers, shippers.

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Forbell & Kipp, grain commission.  
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Morey Co., L. A., grain brokers.\*  
Reinhardt & Co., Geo. N., grain and hay.

## OGDEN, UTAH.

Western Grain & Brokerage Co., grain, seeds.

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Pruitt Grain Co., T. J., receivers and shippers.

## OMAHA, NEB.

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Stidham Grain Co., receivers, shippers.  
Thompson Grain Co., grain dealers.  
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Feltman, C. H., grain commission.  
Miles, P. B. & C. C., grain commission.\*  
Rumsey, Moore & Co., grain receivers.\*  
Tyng, Hall & Co., grain commission.\*

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Pultz & Co., J. B., grain and feed.\*  
Rosekrans-Snyder Co., grain and millfeeds.\*  
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Rogers & Co., E. L., grain, hay.\*  
Stites, A. Judson, grain and millfeed.  
Walton Bros., grain and feed.\*

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Foster, C. A., grain, hay, feed.\*  
Geldel & Dickson, grain and hay.  
Gordon & Co., W. N., Grain, hay, mill feed.  
Herb Bros. & Martin, grain, hay, feed.  
McCague, R. S., grain, hay.\*  
Smith & Co., J. W., grain, hay, feed.  
Walton, Sam'l, grain and hay.

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Merrill, Edward P., grain broker.

## PUEBLO, COLO.

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McClelland Met'l I. & R. Co., grain, hay & feed.

## RALEIGH, N. C.

Lumsden, C. H., grain broker.

## RENSELAER, IND.

Babcock & Hopkins, grain shippers.

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Fairbank & Co., S. G., grain, hay, seeds.

## SAGINAW, MICH.

Carr Co., The H. W., shprs. oats, rye, hay.

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Shannon Grain Co., grain merchants.

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Cochrane Grain Co., receivers, shippers.\*  
Connor Bros. Co., grain.\*  
Fresch Grain Co., Chas. M., com's'n. futures.  
Gill & Co., F. D., receivers and shippers.  
Goffe & Carkner Co., grain commission.\*  
Green Commission Co., W. L., grain.\*  
Kolp, E. E. & D. C., grain and seed dealers.  
Kennedy Grain Co., receivers, shippers.  
Langenberg Bros. & Co., hay and grain comm.\*  
Mullally Grain Co., John, grain, hay, seeds.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Powell & O'Rourke, receivers, shippers.  
Slack-Fuller Grain Co., grain commission.\*  
Webster Grain Co., grain commission.

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Rank & Co., C. R., hay, grain and screenings.

## SHERMAN, TEXAS.

Pittman & Harrison Co., whol. grn. and seeds.

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Brainerd, James L., grain buyer and shipper.

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Bartlett, Kuhn & Co., receivers and shippers.\*

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DeVore & Co., H. W., grain and seeds.  
Goemann Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover seed.\*  
National Milling Co., cash buyers wheat.\*  
Rundell & Co., W. A., grain, seeds.\*  
Southworth & Co., grain commission.\*  
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The Toledo Salvage Co., salvage grain.  
Wickenhiser & Co., John, grain, millfeed.\*  
Zahn & Co., J. F., grain, seeds.\*

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## TORONTO, ONT.

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## TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

## VERNON, TEX.

Texas-Oklahoma Grain Co., grain, seeds, hay.

## WICHITA, KANS.

Empire Grain Co., wholesale grain.  
Heenan & Co., David, grain commission.  
Kolp, E. R. & D. C., grain and seed dealers.  
Norris Grain Company, commission, recvrs., shprs.  
Probst Grain Commission Co., H. F., receivers.  
Thompson Grain Co., H. C., grain and millfeeds.  
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Western Grain Co., The, wholesale grain, seeds.

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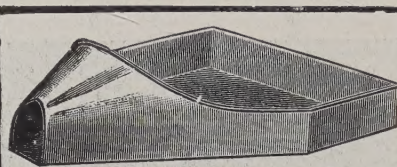
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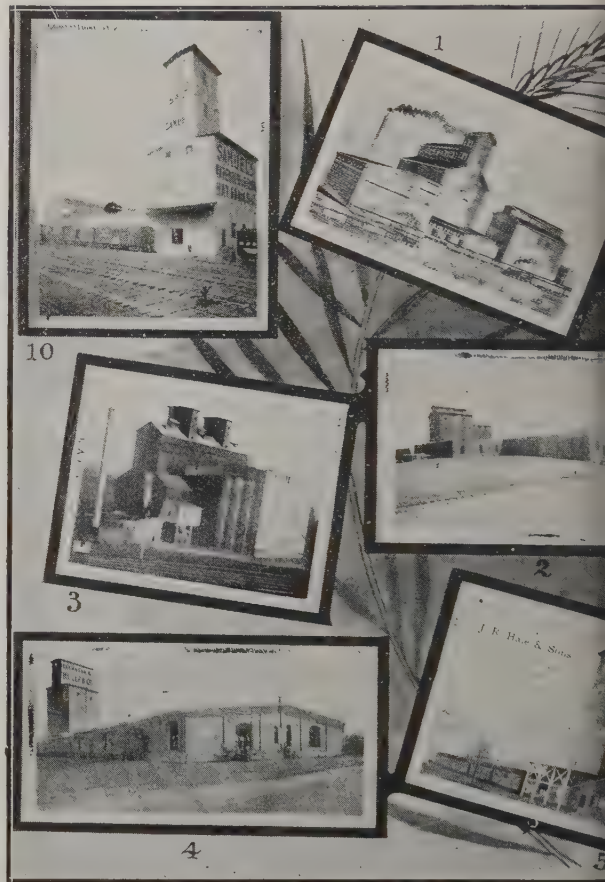
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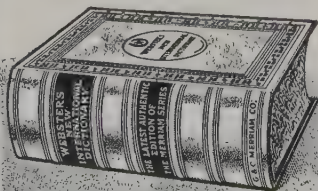
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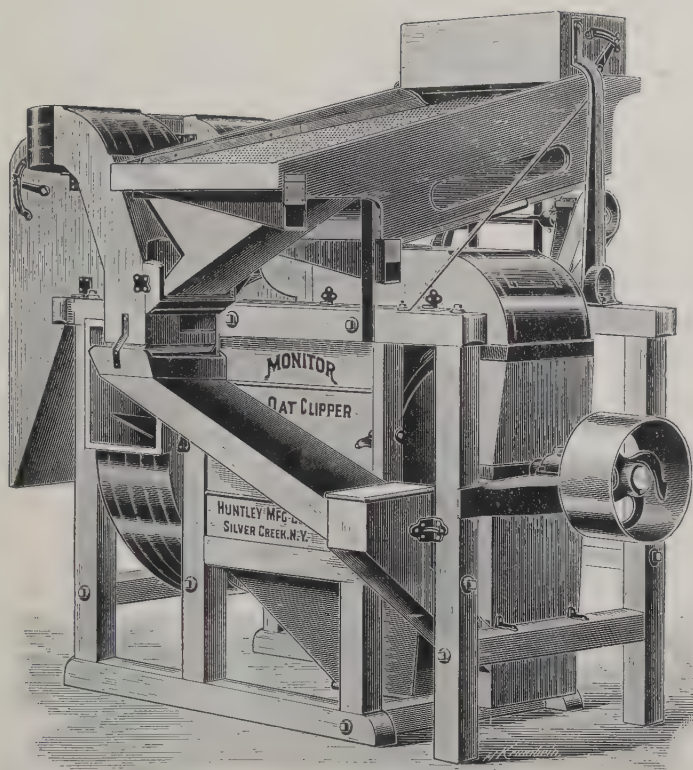


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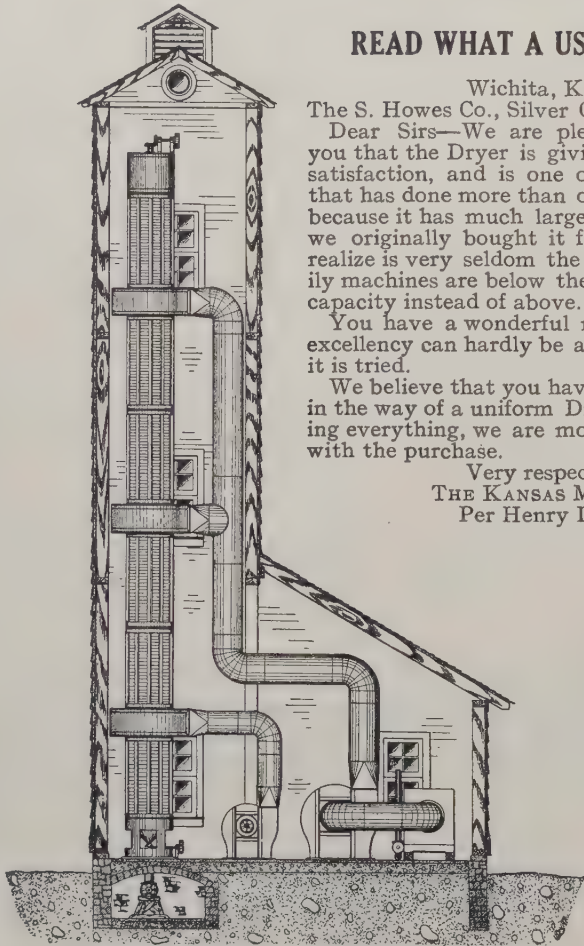
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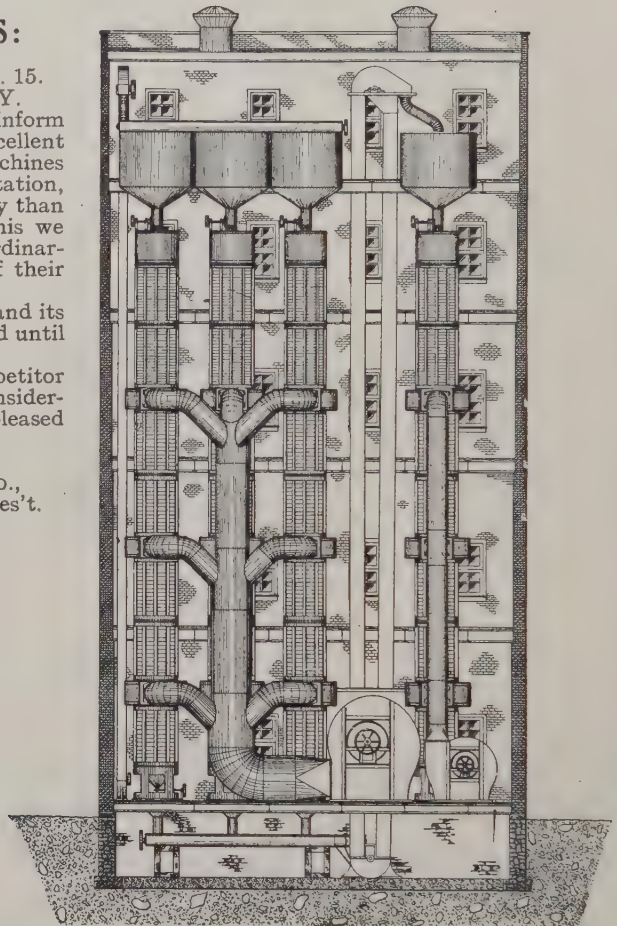


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Machinery Equipments Furnished Complete

GRAIN ELEVATORS  
WAREHOUSES

CONCRETE CONSTRUCTION

GRAIN ELEVATORS ∴ WAREHOUSES  
STORAGE TANKS ∴ SEED HOUSES

Built of

Wood or Fireproof Material

PLANS—SPECIFICATIONS—ESTIMATES

Give me a chance to figure with you  
before making contract.

**T. E. IBBERSON**

Minneapolis ∴ ∴ Minnesota

## Wagon Loads Received

A book for the use of country grain buyers in keep-  
ing a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind,  
Gross and Tare, Net Pounds, Bushels, Pounds, Price,  
Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to  
each page, giving room for recording 3,200 loads,  
printed on Linen Ledger Paper and is well bound in  
strong board covers with leather back and corners.  
Order Form 380. Price, \$1.50

**GRAIN DEALERS JOURNAL**

255 La Salle Street, CHICAGO, ILL.

## Record of Cars Shipped

Is a book designed especially for country shippers in keeping  
a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business.  
The column headings are: Date Sold, Date Shipped, Car No.,  
Initials, To Whom Sold, Destination, Grain, Grade Sold, Their  
Inspection, Discount, Amount Freight, Our Weight, Bushels,  
Destination Bushels, Over, Short, Price, Amount, Freight,  
Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of linen  
ledger paper, 29 lines to each page, and has spaces for recording  
the foregoing facts regarding 2,230 carloads. It is well bound in  
strong boards with leather back and corners.

Order Form 385. PRICE, \$1.50.

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## GRAIN ELEVATOR BUILDERS

### Macdonald Engineering Co.

DESIGNERS AND BUILDERS OF  
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Monadnock Bldg., CHICAGO, ILL.

### GRAIN ELEVATOR

Designing and Construction  
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ELEVATOR BUILDERS

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Plans and Specifications  
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### FRED FRIEDLINE & CO.

Elevator Engineers

253-261 La Salle St.,

Plans and Specifications  
Machinery and Contracting. CHICAGO

### Grain Storage Construction Company

Designers and Builders of

STEEL, GRAIN AND COAL ELEVATORS

Mutual Life Bldg., Buffalo, N. Y.

### INVESTIGATE THE COST FIREPROOF ELEVATORS

WRITE US TO-DAY

MONARCH ENGINEERING CO.

Chamber of Commerce, Buffalo, N. Y.



### GREAT NORTHERN RY. CO. ELEVATOR "S" ANNEX, SUPERIOR, WIS.

2,250,000 Bushels Capacity

Reinforced Concrete

Built Complete in 120 Days by

The Barnett & Record Company

Minneapolis, Minn.

CONTRACTORS AND ENGINEERS

### JAMES STEWART & CO.

CONTRACTORS

Designers and Builders of GRAIN ELEVATORS In All Parts of the World



Extensive additions to the Washburn-Crosby Co.'s plant, Buffalo, N. Y., consisting of 6,000 Barrel Flour Mill, Million Bushel Concrete Grain Storage and 600 Foot Dock.

This is another case where preference was given concrete over tile construction (Note tile storage tanks in the rear).

GRAIN ELEVATOR DEPARTMENT, 1811 Fisher Building., Chicago

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

We also do General Contracting and have Offices in the following cities.

Write or call on any of them.

New York, Hudson Terminal Bldg.  
Pittsburg, Pa., Westinghouse Bldg.  
San Francisco, Cal., 709 Mission St.  
Canadian Stewart Co., Ltd., Montreal,

St. Louis, Mo., Bank of Commerce Bldg.  
New Orleans, La., Hibernia Bank Bldg.  
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### BURRELL

Engineering & Construction Co.



Designers and Builders of

Modern Grain Elevators

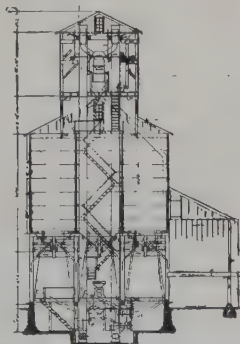
Concrete or Wood

Transmission Experts

1140 Stock Exchange

CHICAGO, ILL.

### MODERN GRAIN ELEVATORS



We have every facility for planning for anyone desiring a modern grain elevator, complete working plans and specifications.

It is cheaper to make changes on paper than after the building is completed.

However, if your building does not suit you or it needs modernizing, we can show you how to do it best.

Write us for particulars.

RELiance CONSTRUCTION CO. 625 Board of Trade, Indianapolis, Ind.



**NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS**

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

**Speaks for Itself:**

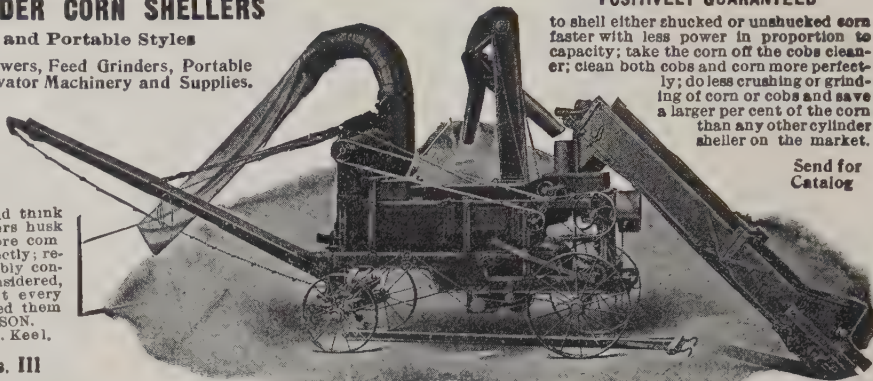
Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.

Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; require less power in proportion to capacity; are more durably constructed and costless, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON.  
By J. Z. Keel.**MARSEILLES MFG. CO. Marseilles, Ill**

Branch Houses and General Agencies at Principal Distributing Cities.

**POSITIVELY GUARANTEED**

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for  
Catalog**Buffalo  
Grain  
Tester****With  
Buffalo  
Filler**

BUFFALO SCALE COMPANY BUFFALO, N. Y. CHICAGO NEW YORK

**Grain Storage Receipts**

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of.....net bus.....Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus. and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10½x3½ in.

Order form No. 4. Price 50 cents.

**GRAIN DEALERS JOURNAL**

255 La Salle St. CHICAGO, ILL.

**WE MANUFACTURE**

Fan Discharge Corn Shellers

Regular Corn Shellers

Oscillating Corn and Grain Cleaners

"Wheat Cleaners"

Revolving Screen Corn Cleaners

Combined Sheller and Cleaner

Safety Man-lifts

Take-up Boxes

Hopper Bottoms

Cast Iron Turnheads

Steel Swivel Spouts

Transmission Ropes

Elevator Cups and Belting

Wood Pulleys

Cast Iron Pulleys

Elevator Heads

Elevator Boots and Legging

Indicator Wheels and Stands

Sprocket Wheels and Link Belting

Complete Line of

Flexible Steel Loading Spouts

Sheave Wheels

POWER TRANSMISSION

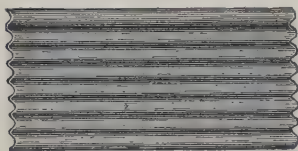
Tension Carriages

**THE PHILIP SMITH MFG. CO.**

SIDNEY, OHIO, U. S. A.



We are Large Manufacturers of  
Steel Roofing, Corrugated Iron, etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

**Sykes Steel Roofing Co.,**  
CHICAGO, ILL.

## CYCLONE BLOW PIPE CO.

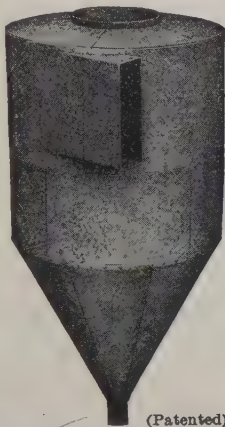
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

541-553  
West Jackson Boul.  
CHICAGO, ILL.



(Patented)

"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71½% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.

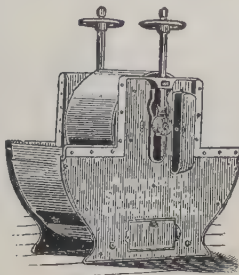


THE  
"New  
Cyclone  
1905"

Manufactured Exclusively by

**The Knickerbocker Co.**  
JACKSON, MICH.

## Cast Iron Elevator Boots.



Clean out door upon each side. Equipped with iron pulleys and take ups having ample bearing surfaces.

Heavy and substantial,  
no better made.

Size cups	Net price	Size cups	Net price
8x5	\$13.50	11x6 or 7	\$19.50
9x5	15.00	12x6 or 7	22.50
10x5 1-2	16.50		

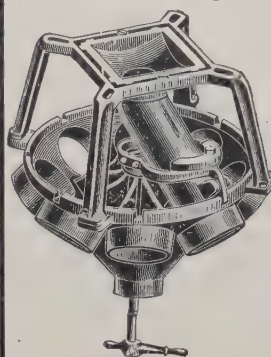
Other sizes at proportionate prices. Send for our NET PRICE catalog containing a full line of elevator machinery and supplies.

**AMERICAN SUPPLY CO.**

1110 Farnam St., Omaha, Neb.

## The Hall Signaling Distributor

is very simple: two moving parts only (the latch lifts, the spout swings); nothing ever gets out of order.



Its an investment, not expense. It is accurate mixing or spilling. It is purchased like stock or bonds for the earnings not the price

**HALL DISTRIBUTOR CO.**

222 Ramge Bldg. Omaha, Nebr.

## Short Shaft and Fly Wheel Clutches

Fly wheel clutches are designed for gas engines where crank shaft does not extend beyond the fly wheel. Where an extension of shaft of 5" or more the Short Shaft clutches are used.

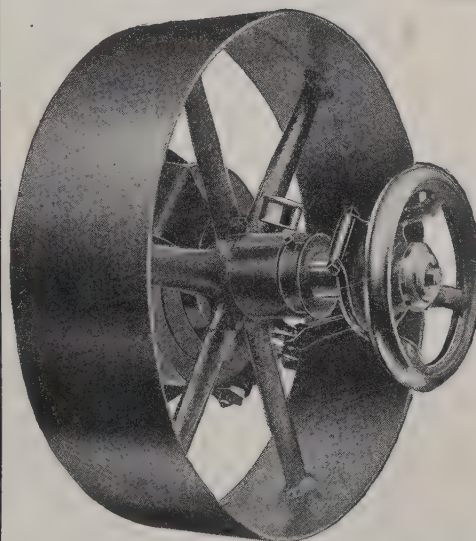
This is the one clutch on the market using standard iron pulleys and interchangeable for different sized clutches.

All parts are made standard and interchangeable.

We can furnish fly wheel clutches with sprockets or gears. Catalog upon application.

Manufactured by

**THE BROWN CLUTCH CO.**  
SANDUSKY, OHIO



## THE KING BUCKHORN MACHINE

¶ This machine is a very valuable addition to any seed cleaning equipment in a Buckhorn community.

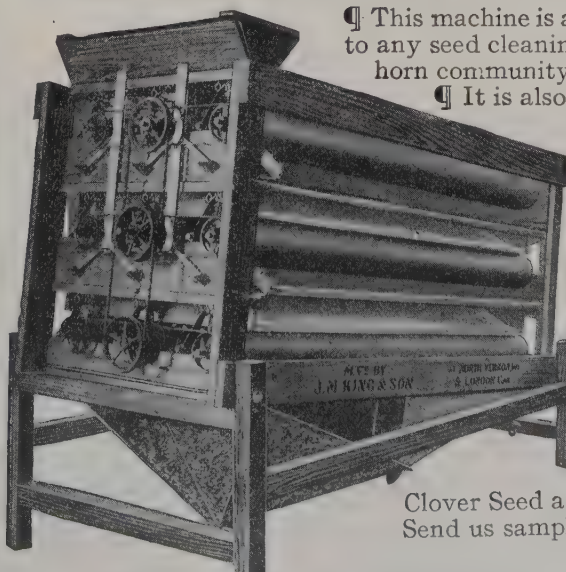
¶ It is also of equal value to the farmers and land owners of this same community.

¶ Write for our booklet which gives full detailed description and prices of machines. We will be glad to send it at once.

¶ We are always willing to answer questions.

¶ We are in the market for low grades of

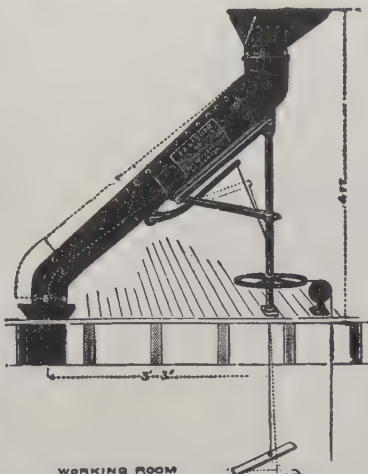
Clover Seed and Clover Seed Tailings.  
Send us samples.



**J. M. KING & SON, North Vernon, Ind.**



## ORDER THE No. 2

GERBER IMPROVED  
Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

**J. J. GERBER, MINNEAPOLIS, MINN.**

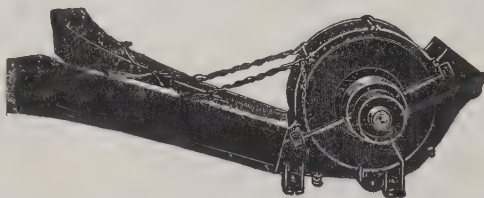
Perforated  
Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

**The Strong-Scott Mfg. Co.**  
Minneapolis, Minn.

Northwestern Agents for  
Richardson Automatic Scales  
Invincible Cleaners  
Knickerbocker Dust Collectors

## THE "BOSS" NEEDS NO REPAIRS



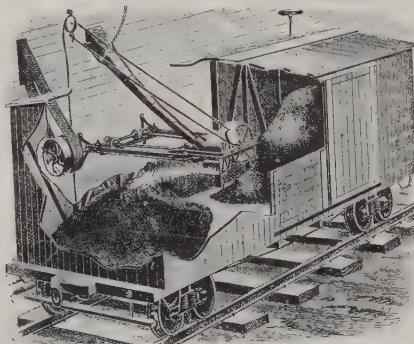
As we have enjoyed a liberal patronage during the nine years we have been making Boss car loaders it would seem that our repair orders would now be an important part of our business, so you would be greatly surprised were you to see how few repairs we sell. We have recently been sending out repair lists and one party whose loader was shipped July 30, 1901, wrote Nov. 20th, 1909, "Needing no repairs as yet."

Another says under date of November 24th, 1909: "The loader has been in almost constant use since July, 1901, and is still in very good shape. The set of fans as per invoice of 8th, are the first repairs have had to order."

The reason for this is that we use the best of material and make them up in workmanlike manner. We make them in capacities ranging from 20 to 60 bu. per minute, and send on trial when requested to do so.

**MAROA MANUFACTURING CO.,**

**MAROA, ILL.**

No. 4 CHAMPION  
LOADER  
IT  
LOADS  
GROUND  
FEED

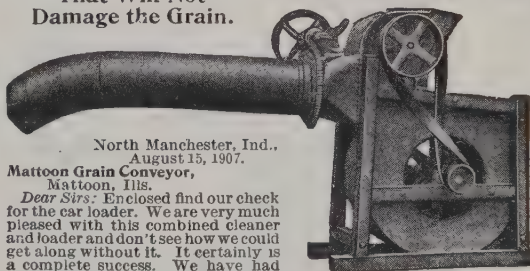
In fact it will load any kind of grain, seeds or meal.

When you are buying, buy the best.

SEND FOR PARTICULARS.

**E. BAUDER, - Sterling, Ill.**

The ONLY Car Loader  
That Will Not  
Damage the Grain.

COMBINED Grain Cleaner  
and Pneumatic  
CAR LOADER

North Manchester, Ind.,  
August 15, 1907.

Mattoon Grain Conveyor,  
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon.

Very truly,

KINSEY BROS.

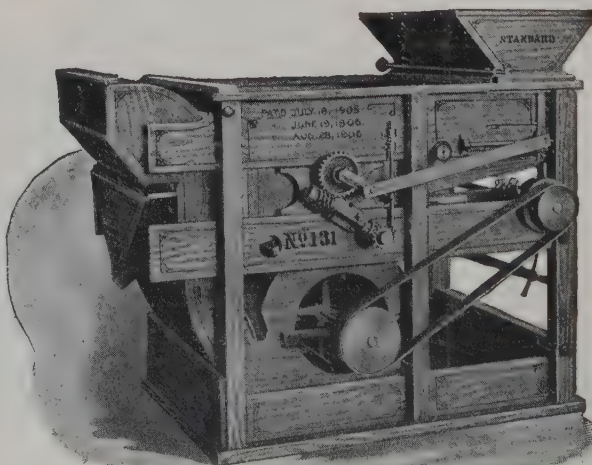
THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

The ONLY Machine  
that Will Clean and Load  
at the Same Time.

For Descriptive Circular  
and Prices — Address:

**Mattoon Grain  
Conveyor Co.**  
MATTOON, ILL.

## Make Profits from Waste Material.



This is the age of close figuring.

Every manufacturer must study every side of his business and let no opportunity to make profit escape.

Elevator men are no exception to this condition and we are prepared to show how they can make profits by cleaning their grain with a

STANDARD  
CLEANER

Also they can get the highest prices for cracked corn or other cereals by passing it over the screens of our cleaner, which will grade and clean it.

We will be pleased to explain further to all who write.

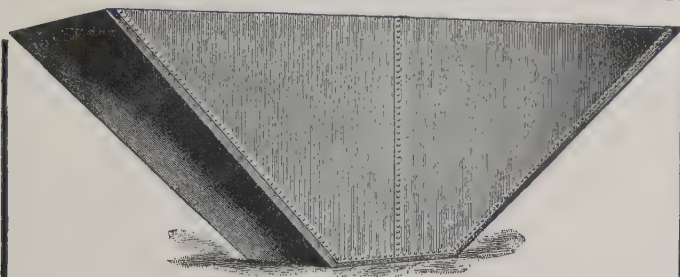
Send for our  
Catalog to-day

**INTERNATIONAL MFG. CO.**

**Crestline, Ohio**



## Our Boot Tanks Never Leak



## Complete Elevator Equipments Our Specialty

Let us figure on your bill, quality considered you will find our prices right.

**Link-Belt Supply Co.**  
Minneapolis, Minn.



## When in need

of estimates or information relative to elevator and mill transmission, or any kind of power machinery installations, write, telephone or call. We are the General Northwestern Agents for the following well known high grade lines:

The Sonander Automatic Scales  
"The Standard" Scales  
The Ifoos Gas, Gasoline and Producer Gas Engines  
Skinner Automatic Steam Engines  
Bates Corliss Heavy Duty Engines  
Frost Engines and Boilers  
Smith-Vaile Steam and Power Pumps  
Chain Belt Concrete Mixers  
Clyde Hoisting Engines  
Cookson Feed Water Heaters  
Webster Mfg. Co.'s Mill and Elevator Conveying and Transmission Machinery  
Blue Thread Brand Transmission Rope  
Diamond Rubber Co.'s Line  
Engineers' and Electrical Supplies  
Pipe, Valves, Fittings, Hose and Packing

A complete stock carried for prompt shipment and in addition we have a fully equipped machine shop for manufacturing and job work.

**Power Equipment Co., Minneapolis**

## Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00

**GRAIN DEALERS JOURNAL**  
255 La Salle Street  
CHICAGO - ILLINOIS

## YOU'LL NOT REGRET IT



Equip your house with one of our **IMPROVED NEW ERA PASSENGER ELEVATORS**

Many Exclusive Features  
It will surprise you to learn the small cost.

At our factory where these good little machines are made, Hand Elevators, Dumb Waiters and Freight Elevators are also made by the scores.

We can please you.

Write for descriptive matter.

**SIDNEY ELEVATOR MFG. CO.**  
SIDNEY, OHIO

## SCOOP-TRUCK

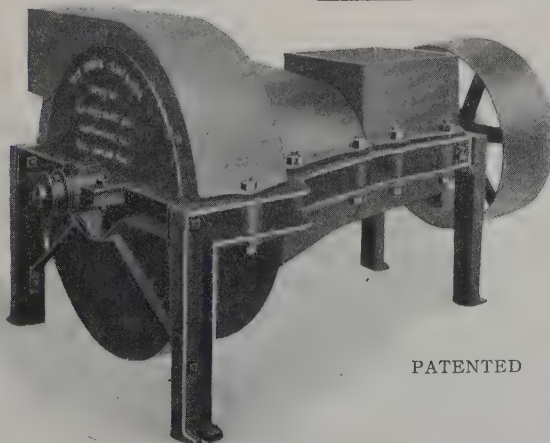
Here is a user's testimonial: "We are using two of your Scoop-Trucks, which for unloading grain from cars we find 'all to the good.' "Please ship us another with as little delay as possible."

Huron Milling Co.  
Harbor Beach, Mich.

Price \$10.00  
F. O. B. Factory

**Detroit Scoop-Truck Co.**  
2225 W. Jefferson Ave.,  
Detroit, Mich.

## Talk About Your Good Testimonials! This One Takes in the Future



PATENTED

WHITE CLOUD, KAN., Oct. 11, 1909.

B. S. Constant Co., Bloomington, Ill.

Gentlemen: We have just installed in the place of a — corn sheller one of your U. S. Shellers, and we are very much pleased with the change, as it does the work perfectly and are not bothered with choke ups. We are now using three of your U. S. Shellers and when again in the market will buy a U. S. Blow Sheller. Respectfully,

JOHN H. LYND'S MILL & ELEVATOR CO.

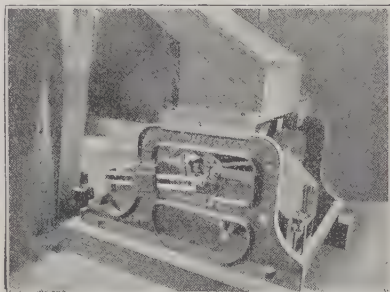
How is that for a good one? We have them on all our line and we are sure we can please you also.

Write us before buying.

**B. S. CONSTANT CO.**  
BLOOMINGTON, ILL.



## FIRST



IT  
SPEAKS  
FOR  
ITSELF

## NEW COMPENSATOR

For particulars and other reasons why the  
AVERY SHOULD BE YOUR SCALE  
WRITE TODAY

## AVERY SCALE CO.

NORTH MILWAUKEE, WIS.

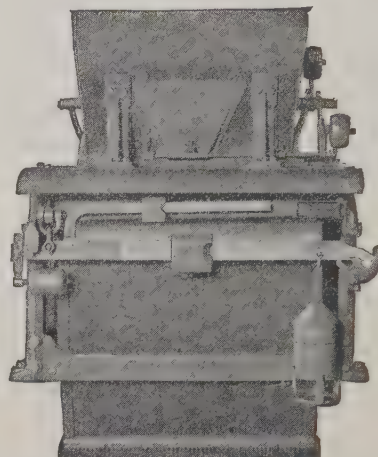
## BRANCHES:

New York  
Chicago  
Philadelphia  
Montreal, Can.

Boston, Mass.  
Portland, Ore.  
Sioux City, Ia.  
Winnipeg, Can.

Indianapolis, Ind.  
Kansas City, Mo.  
Minneapolis, Minn.  
San Francisco, Cal.

An AUTOMATIC SCALE Not  
An AUTOMATIC PUZZLE



## SONANDER AUTOMATIC SCALE.

is a Standard Scale to which have been added simple parts to secure automatic and continuous weighing. It's just like the scale you have always used, only it's automatic.

There is never any doubt or mystery.

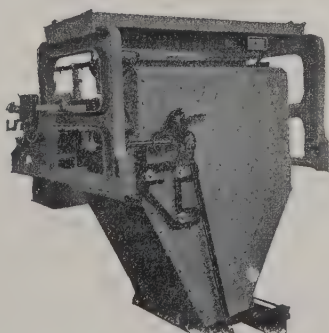
It is guaranteed to handle a greater variety and condition of grain, *clean or dirty*, whole or ground, with greater ease and greater accuracy than any other automatic scale. Such a guarantee will be made to *you*.

The Sonander is self-testing, no platform or other scale is required. *It occupies less space than others.*

"Sonander Baggers are wonders" so users say.

THE WINTERS-COLEMAN SCALE CO.  
SPRINGFIELD, OHIO. Agents at all Grain Centers

When You Buy an Automatic Scale  
BE SURE—



- 1—That it will handle cobs in new corn without the use of a troublesome screen, or the risk of these stopping the scale and causing it to pass grain unweighed. See that it has a dirty grain chute.
- 2—That if installed in the head, its accuracy is not affected by vibration, or if it gets out of level.
- 3—That if installed in the head, it can be adjusted when changing grains in from 5 to 10 seconds, otherwise the grain will back up and choke elevator. Only the simplest compensator will save this trouble.
- 4—That it has an equal armed beam, which balances at every draft, so that you can be dead sure that its weights are O. K.
- 5—That it has a locking gear absolutely preventing grain from passing through it unweighed.
- 6—That it has an adjustable gate opening to handle light, trashy oats up to capacity, and without stoppage.
- 7—That it shall not stop through rust of the working parts.
- 8—That if of 1,000=bu. capacity, the hopper be not less than 4=bu.; if of 1,500=bu. capacity, 6=bu. Don't install too small a scale and overload it.

HAVE IT ALL SPECIFIED IN THE CONTRACT. IF YOU DO, THE SCALE  
YOU WILL BUY WILL BE THE RICHARDSON.

## RICHARDSON SCALE COMPANY

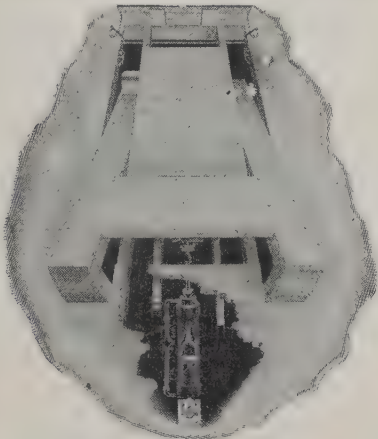
122 Monroe St., Chicago

6 PARK ROW, NEW YORK

415 Third St. So., Minneapolis



**NO JAR OR JOLT**  
When You Have a  
**Reliance Automatic Dump Controller**



The movement of the dump is smooth and slow. The controller is simple in construction, easily installed and requires no attention. Absolutely automatic. Study cut carefully and you will be convinced that this device is something you cannot afford to do without.

Hargreaves & Godel of Manhattan, Ill., write: "We have given the Reliance Dump Controller a thorough test and find them to be all you represent and a perfect dump controller."

Sent on 30 Days trial. RELIANCE CONSTRUCTION CO., Indianapolis, Ind.

**BOWSHER**

(Sold with or without Elevator)  
**CRUSH** ear corn (with or without shucks) and **GRIND** all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

**LIGHTEST RUNNING**

(Our circular tells why)

Handy to Operate. Eight Sizes—2 to 25-horsepower.

Peculiarly suited for use with Gasoline Engines.

The N. P. Bowsher Co.  
South Bend, Indiana

**FEED MILLS**



**Grain Testers**  
**Flax Scales**

Wheat, Flax and Seed  
Testing Sieves are  
needed now.

Send Us Your Order.

Complete Line Prices Right

**GRAIN DEALERS**  
**SUPPLY CO.**

Minneapolis - Minn.

**ELEVATOR EQUIPMENT**

We manufacture a complete line of elevator equipment including Wagon Dumps, Power Shovels, Corn Shellers and Cleaners, Buhr Stone and Roller Feed and Meal Mills, Meal Bolters, Packers, Car Pullers, Passenger Elevators, Grain Handling Appliances, Belting and Power Connections of all kinds, Mill and Elevator Supplies.

WRITE FOR PRICES.

**NORDYKE & MARMON CO.**

America's Leading Mill Builders

Est. 1851.

INDIANAPOLIS, IND.

**WILLFORD**

**Light Running Three-Roller Mills**

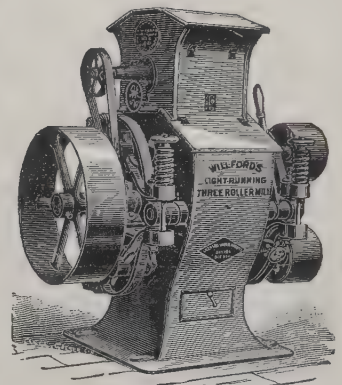
**ARE THE BEST**  
**FEED MILLS FOR ELEVATORS**

because they take the least power,  
are strong, simple and durable.

Write for Circulars and Prices.

**WILLFORD MANUFACTURING CO.**

303 So. 3rd Street Minneapolis, Minn.



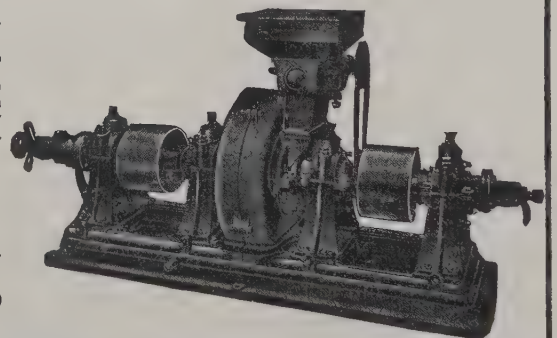
**Your Profits**

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

**Monarch**  
**Feed Mill**

Let us prove it to you by sending you one on trial. **WRITE US**

**SPROUT, WALDRON & CO**  
P. O. 260, MUNCY, PA.



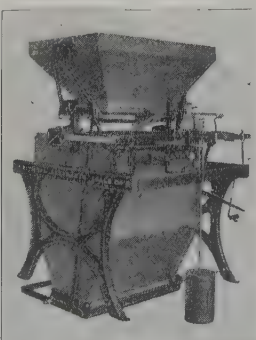
**It Soon Pays For Itself.**

It will cost less than you imagine to install a NATIONAL Automatic Scale. What's more, it will soon pay for itself.

One of our customers informs us that the NATIONAL has just saved them over \$100.00 on one car load of grain. We will be glad to send you their address.

Every operation of the NATIONAL is positive. It is not affected by cobs, sticks, straws or any trash that might be in the grain. Irregular elevating will not affect the accuracy of the weights. It has no hair trigger regulations to get out of fix. Everything simple and sensible. Write at once. Sixty days free trial.

**NATIONAL AUTOMATIC SCALE CO.**  
BLOOMINGTON, ILLINOIS



**AUTOMATIC TWIN SCALES**

**Baggers, Polishers and Cleaners**  
Manufactured by  
**AMERICAN GRAIN SCALE CO.**  
Blackwell, Oklahoma



FAIRBANKS THE HEART OF THE ELEVATOR FAIRBANKS

WAGON SCALES  
FAIRBANKS  
TRACK SCALES  
FAIRBANKS  
HOPPER SCALES  
FAIRBANKS  
AUTOMATIC SCALES  
FAIRBANKS

FAIRBANKS MORSE & CO.

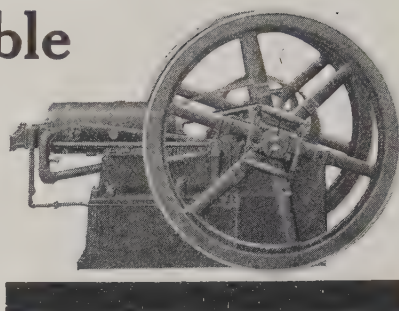
We have 20 Scale warehouses to save you time, freight and trouble.

Send for Catalog No. 550 SK

## FAIRBANKS, MORSE & CO.

Chicago, Ill.	Kansas City, Mo.	Denver, Colo.
Cincinnati, Ohio	Omaha, Neb.	Los Angeles, Cal.
Cleveland, Ohio	Minneapolis, Minn.	San Francisco, Cal.
Louisville, Ky.	St. Paul, Minn.	Bakersfield, Cal.
Detroit, Mich.	Salt Lake City, Utah	Santa Maria, Cal.
St. Louis, Mo.	Spokane, Wash.	Portland, Oregon
Indianapolis, Ind.	Seattle, Wash.	

## Dependable Power Always On Tap



Elevator and mill men who own I. H. C. gasoline engines have good, steady, economical power ready wherever they are. Close a switch, open the first valve, give the fly wheel a turn and away she goes—and keeps going till you cut the fuel off. But ever-readiness and simplicity are not the only advantages of I. H. C. engines. They cost less while running and run for more years than others. Choose one of the

## I H C Gasoline Engines

if you want the best and most economical engine service. You can't make a mistake. There is an I. H. C. exactly suited to your needs. 1 to 25 horse power, vertical or horizontal, stationary or portable, mounted on skids or trucks. Tractor Engines in suitable sizes. See the local International agent about the size and style you are most interested in or write us for catalogue.

## GAS ENGINE BOOKS

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longenecker, M. D., Price \$1.00.  
THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price, \$1.00.  
THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$2.00.  
GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price, \$1.00.  
PLAIN GAS ENGINE SENSE, by E. L. Osborne, Price, \$1.00.

For any of the above address, GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago

## International Harvester Company of America

(Incorporated in U. S. A.)

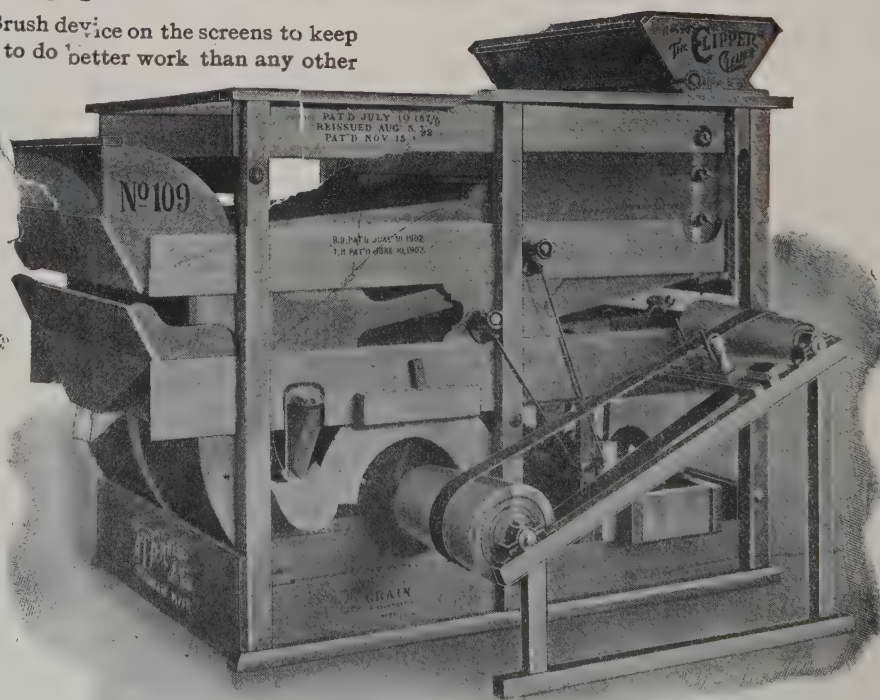
21 Harvester Bldg.

Chicago, U. S. A.

# The No. 109 Clipper Seed and Grain Cleaner

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



**A. T. FERRELL & CO., SAGINAW, W. S., MICHIGAN.**



# WITTE ENGINES


**USE GAS, GASOLINE OR KEROSENE**

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to Insurance rules.

**FIVE YEAR BOND GUARANTEE**

Our elevator engines have wipe feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.

**WITTE IRON WORKS CO.**  
526 W. 5th Street KANSAS CITY, MO.




# FOOS

**GAS AND GASOLINE ENGINES**

Have reached their present state of perfection as a direct result of 22 years experience in manufacturing them. These engines are built in the largest exclusive gas engine plant in America where they have the advantages of superior superintendence, and the best shop equipment. Catalogue No. 20 explains points of great interest to prospective engine purchasers. send for it. Horizontal and vertical 2 to 500 HP.

**THE FOOS GAS ENGINE CO.**  
SPRINGFIELD, OHIO.



**HOLD ON!**

Aren't you looking for real economical and dependable motive power to operate your mill or elevator? Then don't neglect to investigate the advantages of an

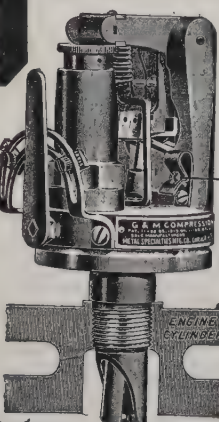
**"OTTO"**

**Suction Gas Producer and Engine.**

No matter what your past experience may have been with gasoline engines, if you'll send us your name, and conditions under which they must work, we'll mail you catalogs and testimonial letters from some of your neighbors and competitors that will convince you that the "OTTO" will solve your troubles.

**Otto Gas Engine Works**  
PHILADELPHIA, PA.

**G. & M.**  
**Compression Igniter**  
Special Price Next 30 Days  
**A Revelation in Gas Engine Ignition**



This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

We Can Save You Money by increasing the efficiency of your engine. We ignite the charge at the proper moment under all conditions of load and speed.

Other results are; **easier starting; greater power; steadier running; no mis-fires; less straining and jerking of the engine.**

**LIVE AGENTS WANTED**  
For particulars write sole manufacturers.  
**METAL SPECIALTIES MFG. CO.**  
427-441 W. Randolph St., Chicago, Ill.

**For 20 Years**  
**The LEWIS Engine**  
Has Stood Unexcelled



**Economy, Reliability, Durability**  
are its strong points.

For Elevator use we recommend our Automatic Self-Draining Pump Outfit. Write for particulars.

**J. Thompson & Sons Mfg. Co.**  
Masonic Block BELOIT, WIS.

## NO MORE FROZEN TANKS

Here is just one testimonial letter to prove that Calcium Magnesium Chloride will prevent water jackets of gas or gasoline engines from freezing. This compound is very much superior to ordinary Calcium Chloride, and costs the same. Ask us for

**K-L Brand — Anti-Freeze — Solution**

This letter proves it will do the work:

Pukwana, S. D., Jan. 4, 1910.

Kielgass-Lehman Co., Chicago, Ill.:

Gentlemen—Some time ago we ordered and received from you 200 lbs. of Calcium Magnesium Chloride and along with our order we sent you \$2.00. Enclosed please find draft for balance, which is \$2.00. The solution is certainly fine and we do not have any bother with frozen tanks any more.

Yours truly,  
(Signed) FARMERS ELEVATOR CO., per Nels Hintze, Mgr,

**KIELGASS-LEHMAN CO., 208 Kinzie St., Chicago, Ill.**

## Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas or gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longanecker, M. D., Price \$1.00.

THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price \$1.00.

THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price \$2.00.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price \$1.00.

THE PRACTICAL GAS AND OIL ENGINE HANDBOOK, by L. Elliott Brooks Price \$1.00.

For any of the above address

**Grain Dealers Journal**  
255 La Salle St. Chicago, Ill.

# YOUR MESSAGE

Let the Grain Dealers Journal your message bear  
To progressive grain dealers everywhere.



# THE TALK OF THE TRADE

## The Beall MOTIONLESS SCREEN Cleaner

(Patent applied for)

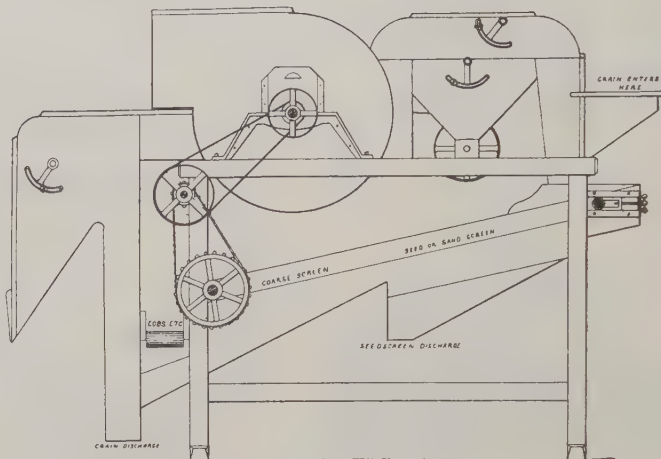
Some of its advantages  
over other cleaners are:

- The screens are motionless—stationary.
- They have absolutely no vibration.
- Nor does any part of the machine shake or vibrate.
- It requires no bracing, either at first or at any future time.
- It handles cobs and corn from sheller, shelled corn, wheat, oats, rye, barley, etc.
- Its capacity is practically unlimited.
- The grain is carried upon the screens by traveling rods.
- These rods run slow.
- They drag large foreign material over the end of the screen.
- They keep the openings in the screen open *all the time*.
- It is *impossible* for the openings to clog up.
- There are *no eccentrics* about the machine.
- It never has to be balanced.
- The bearings will run years without attention.
- It relieves you of all worry about balancing, babbitting, screen cleaning, etc.
- It can be built to discharge grain at the feed end or at the discharge end.
- It can be built to occupy same space your present cleaner occupies.
- It will fit under almost any elevator turn head.
- The fan can be placed in front, at one side, or on top.
- It saves time, repairs and trouble at critical moments.

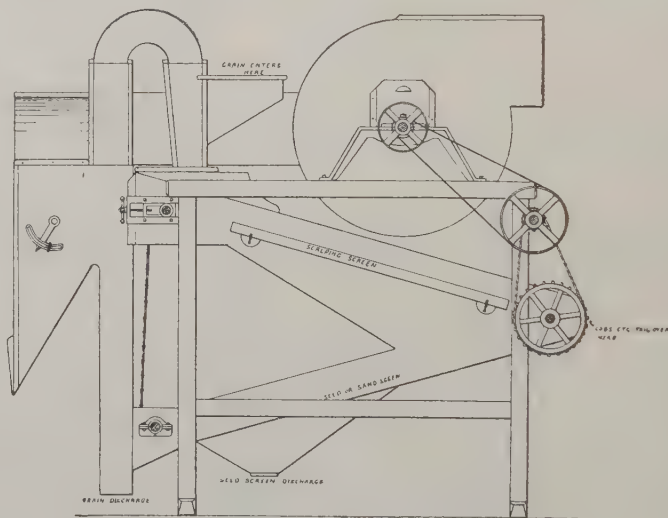
Further particulars upon  
request.

Manufactured exclusively by

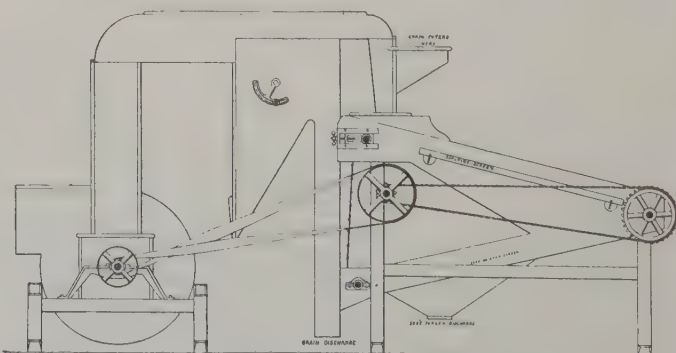
**The Beall Improvements Co.**  
**DECATUR, ILL.**



As built above the grain enters at one end and discharges at the opposite end.



When built like this the grain enters and discharges at the same end.



When built like this the grain enters and discharges at the same end and the fan can be placed wherever desired, separate from the machine.



# "Wanted" and "For Sale"

The rate for advertisements in this department is 15 cen's per type line each insertion

## MACHINES FOR SALE.

ONE MONITOR OATS CLIPPER and one St. Marys gas engine for sale. The Pierce Grain & Hay Co., Van Wert, Ohio.

B. S. CONSTANT CORN CLEANER for sale. Capacity 200 bus. per hr., also 1 Western sheller, small size, good condition. Cheap. Address Geo. W. Moor, Letts, Ind.

I AM PREPARED to push the manufacture on royalty or sell any small metal device or machine suitable for the elevators and grain dealers. Address T. T. C., Box 2, Grain Dealers Journal, Chicago.

EUREKA COMBINED CLIPPER and cleaner for sale. No. 28, capacity 200 bu. per hour; only run short time; took out to install larger. Also No. 12 New Holland feed mill. Address Texas-Okla. Grain Co., Box 608, Vernon, Texas.

CLEANER AND SEPARATOR for sale. 1 Monitor No. 4 Receiving separator, 1 No. 1 U. S. Corn Sheller, 1500 bu. capy. 1 No. 13 Constants Corn Cleaner, 1700 bu. capy. Address J. A. Horn Construction Co., Oklahoma City, Okla.

SECOND HAND MACHINERY—Two Sattley stackers—one 42 inch chute for 60 inch separator, \$125; one 36 inch chute for 44 inch separator, \$100. Both with new webs. One 12 h.p. and one 18 h.p. Starr engine, rebuilt. Two 36 inch feeders. One 16 h.p. Callahan stationary gasoline engine, rebuilt, good condition. Star engine and American separator repairs. Cedar Rapids Machinery & Supply Co., Cedar Rapids, Iowa.

FOR SALE AT A BARGAIN—Machinery and power plant complete for a 100 barrel flouring mill (Barnard and Leas). This machinery is new and in every way up to date; this mill is running 24 hours per day, is located in a good town in one of the best hard Turkey wheat sections of the Middle West and doing a fine business; would sell the plant as it stands but can utilize the buildings. Going to discontinue the milling business. Address Bert, Box 5, Grain Dealers Journal, Chicago.

## SECOND-HAND FOR SALE.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfree, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

## MACHINES FOR SALE.

ONE NO. 8 WOLF MILL for sale. 3 rolls high with one extra set of new rolls. A. L. Schultz & Son, 1675 Elston Ave., Chicago.

## MACHINES WANTED.

ONE 3 PAIR HIGH MEAL ROLL, corn scourer, meal reel. Want good second hand goods, no junk. W. H. Dowlen & Son, Windom, Texas.

## MOTORS AND GENERATORS.

ALTERNATING OR DIRECT current motors and generators. Immediate delivery. Write us. We can save you money. Loveland & Monahan, 527 W. Jackson Blvd. Chicago.

## BELTING WANTED.

OLD LEATHER BELTING WANTED. We buy for cash old leather belting from factories, mills, elevators, etc. Schedule of prices we pay on application. Teu-Bur Improvements Co., 527 N. 2nd St. St. Louis, Mo.

## AUTOMOBILE SUPPLIES.

CLINCHER AUTO CASES AND TUBES. Case 28x3, \$10.50; tube \$3. 30x3, \$11.50; tube \$3.25. 30x3½, \$15; tube \$3.75. 30x4, \$17.50; tube \$5. 32x3½, \$15.50; tube \$4. 32x4, \$19; tube \$5.50. 34x4, \$21; tube \$6. Single tube tires, 5 & 8 lugs, 26x2½, \$9. 28x2½, \$10. 28x3, \$12. My tires are all fresh from the factories, price at which the clincher cases are sold at, makers buffed off names. On receipt of 10% of the amount of order I ship and allow examination. W. Vanderpool, Jamestown, Ohio.

## OFFICE SUPPLIES.

FOR SALE one slightly used Felt & Tarrant adding machine as good as new. Write H. M. Hastings, Cooksville, Ill.

## MISCELLANEOUS.

DUST PROTECTORS \$1.50; slightly used typewriters \$25.00 up. J. G. Meier, Russell, Kansas.

## INFORMATION.

ADDRESS WANTED of the Atlanta Flour & Grain Brokers. Address Charles, Box 2, Grain Dealers Journal.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing, Information Bureau, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

## SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago

AUTOMATIC BAGGER & WEIGHER with reverse attachment. Sell at \$20. Josiah Young, Troy, N. Y.

FAIRBANKS & HOWE HOPPER Scales. 700, 500 and 300 bu. capacity. Guaranteed to be good as new. Omaha Scale Co., 10 and Douglas, Omaha, Neb.

BUFFALO HOPPER SCALE—600 bu., Fairbanks Hopper Scale 1000 bu. Both nearly new. Special bargain for quick sale. F. H. Morley, 618 Board of Trade, Indianapolis, Ind.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

ONE 1,000 BU. FAIRBANKS HOPPER SCALE with timbers \$75.00. One Fairbanks R. R. T. scale \$200.00; two 26" rubber belts 160' each \$70.00; two 24" rubber belts 120', each \$50.00. La Crosse Wrecking Co., La Crosse, Wis.

## RICHARDSON AUTOMATIC SCALE

10 bu. hopper capacity, 1907 type. Never been used; returned by insolvent mill furnisher. Price \$205 f. o. b. Passaic, N. J. Usual price \$450. Absolutely guaranteed for clean grain. Richardson Scale Co., New York and Chicago.

## SCALES WANTED.

HOWE HOPPER SCALE WANTED. 1600 bus. Must be as good as new and reasonable price. Foster Grain Co., Lincoln, Neb.

## BAGS FOR SALE.

100,000 SECOND HAND SACKS. All kinds in first class condition. Write for prices. Dan. W. Feitel, New Orleans, La.

## SUPPLIES WANTED.

PROPOSALS FOR FUEL, FORAGE, straw and mineral oil. Chief Quartermaster's Office, Atlanta, Georgia, March 1, 1910. Sealed proposals, in triplicate, will be received here until 11:00 a. m. April 1, 1910, for furnishing wood, coal, corn, oats, bran, hay, straw and mineral oil during the fiscal year commencing July 1, 1910, at Atlanta, Ga.; Forts Barrancas, Pickens, McRee, Dade and De Soto, and Key West Barracks, Fla.; Fort Caswell, N. C.; Forts Fremont and Moultrie, S. C.; Forts McPherson, Oglethorpe and Screven, Ga.; Fort Morgan, Ala.; Jackson Barracks and Forts St. Philip and Jackson, La. Information furnished on application here or to quartermasters at stations named. G. G. Bailey, Major and Chief Quartermaster.



**ELEVATORS FOR SALE.**

**ELEVATOR IN IOWA** to trade for So. Dak. land. Address John, Box 4, Grain Dealers Journal, Chicago.

**ELEVATOR FOR SALE** at Haverhill, Iowa, doing good business. Good reason for selling. C. C. Holdgrafer.

**MILL & ELEVATOR** in Central Indiana. First class location. Address Central Indiana, Box 2, Grain Dealers Journal, Chicago.

**ELEVATOR AT BENTON, KANSAS** for sale. Just completed. Only elevator in town. Address G. G. Wiechen, Gardenplain, Kansas.

**22,000 BU. ELEVATOR, COAL** sheds and small dwelling in best farming section of N. Dak. for sale. Address C. B. P. Box 4, Grain Dealers Journal, Chicago.

**FOR SALE, ELEVATOR** at a good grain point within twenty-five miles of Wichita, Kansas, at a bargain. Address Elevator, Box 3, Grain Dealers Journal, Chicago.

**11,000 BU. GRAIN ELEVATOR** on the C., R. I. & P. Ry., in southern Nebr., for sale. A 200 car station. One competitor. Write V. B. & S. Box 3, Grain Dealers Journal, Chicago.

**20,000 BU. ELEVATOR** for sale. Rich territory. Only elevator here. Will sell at a sacrifice for quick sale. Account other interests. Come quick. Samuel Garver, Valley Center, Kansas.

**NEW ILLINOIS ELEVATOR** of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B. Box 1, care Grain Dealers Journal, Chicago.

**TWO ELEVATORS FOR SALE** or trade for improved or unimproved land. Located in good corn and oat territory in Northwestern Iowa and North-Western Railroad. Handle 300,000 bus. grain a year. Address H. E. R., Box 5, Grain Dealers Journal, Chicago.

**TWO 45 M. BUS. CRIBBED ELEVATORS** located in central part of N. Dak. for sale. Elevators are sixteen miles apart in good business towns, doing a good business. Modern machinery, good cleaning facilities. Good reason for selling. Will sell either or both houses. Address H. B. H., Box 5, Grain Dealers Journal, Chicago.

**ELEVATOR AND MILL** for sale in one of the best grain sections in Nebr. Up to date 50 bbl. mill, Barnhard & Leas machinery in first class shape. Steady run, good exchange, best of reputation. Elevator 10,000 bu. capacity; all in good condition, doing good business. Address Nebr. Box 5, Grain Dealers Journal, Chicago.

**WHOLE OR PART INTEREST** in a 25,000 bus. grain elevator with feed mill for sale. Elevator run by 6 H.P. and feed mill run by 12 H.P. gas engines. Property is located on the N.W. Railroad in Arco, Lincoln Co., Minn. A good grain country. Price \$3,600, part cash. For further particulars write owner. J. F. Kruger, Arco, Minn.

**ELEVATORS FOR SALE.**

**ELEVATOR IN NORTHERN KANSAS** for sale. 10,000 bus. Town of 700 people; good grain territory. Also handle live stock. Price \$3000 including live stock business. Address Cuba Elevator Co., Cuba, Kans.

**ALL OR 1/2 INTEREST IN ELEVATOR** to sell. Located in corn belt of Okla. \$2500 cash and balance \$2500 on payments will handle entire plant, or \$1500 cash and balance \$1000 on payments will handle 1/2 interest. Address Box 96, Verden, Okla.

**MODERN NO. INDIANA ELEVATOR** on two railroads, in full working order, for sale. Has capacity of 22,000 bu.; 25 H. P. Olds gasoline engine and up-to-date equipment throughout. For full particulars address Vern, Box 12, Grain Dealers Journal, Chicago.

**NORTH CENTRAL IOWA**, a 16,000-bu. cribbed elevator stock and coal business for sale. All doing a good business. Consideration, \$4,500.00. A right good opportunity. Reason for selling, other business. Address Lyle, Box 3, Grain Dealers Journal, Chicago.

**ELEVATOR FOR SALE.** G. N. Railroad. 30 M. capacity. One of the best grain points in Southern N. Dak. Must be sold within the next 30 days. Owner going west. If you are looking for a money maker, here is one. Address Dell, Box 4, Grain Dealers Journal, Chicago.

**15000 BU. ELEVATOR AND COAL** business for sale. Only elevator and coal business in town. Good grain country surrounding. Doing a good business; located on Big 4 R. R. 12 miles east of Bellefontaine, Ohio. Everything first class. Price \$6500. Address E. C. Brungard, Big Springs, Ohio.

**ELEVATOR OUTFIT, CORN MILL**, retail coal and feed business for sale. Handles from 55000 to 75000 bu. annually. Also do shipping business of corn chops and meal, located in Okla. Have Marseilles sheller, 25 H.P. kerosene or gasoline Fairbanks Morse engine and special corn cleaner. A money maker. Price \$4500. Address Okla., Box 4, Grain Dealers Journal, Chicago.

**A 35M ELEVATOR** located on its own ground on the I. C. R. R. in the corn belt of Ill. New cribbed house, modern in every respect; handle 150 to 200 M yearly in a good organized territory; price \$9,000.00; a snap, and don't answer this if you don't mean Biz. Further particulars address Cotton, Box 9, Grain Dealers Journal.

**ELEVATOR AND LUMBER YARD** for sale. Located on the B. & O. S. W. R. R. Central Ill. Handle about 125 M. bus. of grain, 75 cars of hay, 40 cars of coal and 30 cars of lumber during the year. Capy. of elevator 25 M. bu. 25 H. P. gasoline engine, modern equipment. Price \$8,500.00 for elevator, lumber sheds and real estate, the lumber will invoice about \$7,000.00. This business has been a money-maker and will bear close investigation. Address E. H., Box 12, Grain Dealers Journal, Chicago.

**ELEVATORS FOR SALE.**

**FOR SALE ELEVATOR**, general store and dwelling. Nearest store 7 miles. Good location. Address J. W. Box 5, Grain Dealers Journal, Chicago.

**ELEVATOR WITH 28 H.P. ENGINE** for sale. Three large and three small bins, with dump. Capacity about 5,000 bus. Feed and coal business can also be run in connection. Price reasonable. Address Box 575, Bloomington, Ill.

**ELEVATOR AND FEED BUSINESS** in Iowa town of 6,000 inhabitants for sale. Thoroughly equipped, cribbed building of 30,000 bus. capacity. Address J. H. S., Box 5, Grain Dealers Journal, Chicago.

**FOR SALE OR WILL EXCHANGE** for good land, an elevator doing a good grain, coal and seed business, located in Western Ind. in the heart of the best corn country. Address H. A. R., Box 5, Grain Dealers Journal, Chicago.

**ELEVATOR IN N.W. IOWA.** Handle in connection, coal, feed, seeds, hay, produce, etc. A good live business and a money maker. If interested address George, Box 5, Grain Dealers Journal, Chicago.

**FOUR ELEVATORS WITH** coal, flour and live stock business for sale or trade; two in S. Dak. and two in Iowa; all good points and good houses. Address E. P. C. Box 4, Grain Dealers Journal, Chicago.

**OWING TO POOR HEALTH** will sell my elevator, feed mill and home in central Wis. Take advantage of an opportunity to get a good business for \$4,000. Address Peter, Box 3, Grain Dealers Journal, Chicago.

**25,000 BU. CENTRAL ILL.** up to date elevator for sale. Fine business in fine town of 1800 pop. Handle about 200,000 bu. A money maker and strictly A No. 1 grain proposition. Price \$10,000. Part cash. Address Bargain, Box 5, Grain Dealers Journal, Chicago.

**ELEVATOR FOR SALE.** You can buy a good elevator with two corn cribs in a large farming territory in state of S. Dak. on G. N. road; only two elevators in town. We also do a good business buying hogs and cattle. No competition. Poor health, retiring from business is reason for selling. Address South, Box 1, Grain Dealers Journal,

**KANSAS ELEVATOR FOR SALE.** 10,000 bu. capacity. Located on Mo. P. R. R. & U. P. transferred. Wheat and corn belt, handles 100,000 bu. annually. No competition. Only elevator, town population 500. About 85% of crop in farmers hands. 60 days grace sale. Answer quick, snap. Address M. P. T. Box 2, Grain Dealers Journal, Chicago.

**ELEVATOR AND COAL BUSINESS** for sale in Northeastern part of Kans. modern; 10,000 bus. capacity; handles about 100,000 bus. of grain annually; town of 1,500 inhabitants. Equipped with 21 h.p. Otto gas engine, sheller, cleaner, man-lift, Howe hopper scale and car puller. Also do a 2,000 ton coal business annually. Only one competitor. Price \$6,500. Easy terms; no trade will be considered. Write Fisher & Son, Frankfort, Kans.



## ELEVATORS FOR SALE.

**ELEVATOR OF 20,000 CAP.** in North-western Iowa with retail coal and mill feed business for sale. Good reason for selling. Address B. L. W., Box 4, Grain Dealers Journal, Chicago.

**ELEVATOR AND COAL BUSINESS** for sale in western Ohio on Big Four in good grain country. No competition. Price \$7,500. Address D. W., Box 4, Grain Dealers Journal, Chicago.

**ELEVATOR IN S. DAK.** for sale in best grain and corn section of state. No competition. For further particulars and reason for selling address R. A. N., Box 5, Grain Dealers Journal, Chicago.

**ELEVATOR FOR SALE.** A new modern elevator of 15,000 bus. capacity on branch of the Rock Island R. R., 40 miles from Omaha, in the best corn county of Iowa. Good trade and a money maker. Address Box 294, Atlantic, Iowa.

**ELEVATOR IN NO. WESTERN OHIO** for sale. Modern 1500 bu. capacity, located in a town of 4000. Handles 100,000 bu. of grain annually. Large territory; centrally located; handles 100 cars of coal in connection with the grain business. About one acre of ground goes with this plant. Own private switch. \$1200 will take this plant. Half cash and long time given on preferred payments if desired, with low rate of interest. Reasons for selling, have other business that must be looked after. Address E. B. Box 5, Grain Dealers Journal, Chicago.

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**ALL THE MACHINERY** of a nearly new fifty barrel flour mill for sale very cheap. E. B. Armstrong, Tolono, Ill.

**ALFALFA MILL FOR SALE.** Write The Land & Power Company, Arkansas City, Kansas, for particulars.

**ALFALFA MILL FOR SALE** in best alfalfa belt in the west. New complete plant. Now making one ton per hour. Good reason for selling. Address Davidson & Co., Glasco, Kans.

**SOUTH DAKOTA MILL,** 80 bbls. steam power; 1/2 interest, price \$7500; is paying good interest on investment. Investigate this.

**TENN. MILL.** Controlling interest in a \$21,000 corporation for \$10,000 and pay purchaser a good salary. This is a fine proposition.

**MILLS FOR SALE** everywhere. Write me what you have or want. B. L. Terry, Morse Mill, Mo.

**ENTIRE PLANT OF PINE BLUFF MILL & Elevator Co.,** formerly operated by T. H. Bunch Co., located at Pine Bluff, Ark. Plant is modern, substantial brick building, daily capacity 600 bbls. meal, 2,500 sacks corn chops. Plant is located in two trunk line railroads; enjoys milling in transit rates; surrounded by large consuming territory; machinery modern, including complete Automatic Sprinkler System, low rates of insurance. For sale on reasonable terms. Address Cochran & Kavanaugh, L. Drawer "W," Little Rock, Ark.

## ELEVATORS WANTED.

**WANTED TO BUY OR LEASE** a transfer house and line of elevators. L. G. Vincent, Odell, Ill.

**IF YOU WANT TO SELL YOUR BUSINESS** write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ills.

**ELEVATOR IN EASTERN INDIANA** wanted in good corn and wheat territory. Address Rush, Box 2, Grain Dealers Journal, Chicago.

**TO EXCHANGE FOR ELEVATOR** or small stock general mdse., good one half sec. land at right price. Address Lock Box No. 4, Wylie, Minn.

**ELEVATOR WANTED** in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR WANTED.** Western Ohio or Eastern Ind. Give full particulars and price for cash in first letter. The Buckland Mfg. Co., Buckland, Ohio.

**WANTED TO RENT AN ELEVATOR** which handles not less than 75,000 bu. annually. Prefer location in western Dakota or Montana. Address P. O. Christianson, Roseau, Minn.

**GOOD ELEVATOR IN OHIO OR Indiana** wanted. Handle 100,000 bus. or better. No objection to good side line. Will pay cash for a plant that is right and a good business. Address L. M. F., Box 5, Grain Dealers Journal, Chicago.

## ELEVATOR BROKERS.

**WRITE US** if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

**BEST ELEVATOR BARGAIN** in Illinois, \$12,500, no competition, large modern house, 1500 town, 2 banks, 2 R.R.s., ships 250,000, all the best if quick. One \$12,000 Ind. elevator, one good competitor, ships over 200,000; will net 35% average 5 yrs. special bargain. A shower of bargains at \$3,500 to \$40,000. Buy an elevator of John A. Rice, Frankfort, Ind., and have good luck.

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**WANTED—HEAD MILLER** to take charge of 100 barrel mill. One who would take \$3,000 to \$5,000 stock in a first class mill and elevator. Hartley Mill & Elevator Co., Hartley, Texas.

**GRAIN, LUMBER AND COAL** business for sale. Western Iowa, main line C. & N. W. Competition good, plenty of business and a money maker. Address J. J. Box 4, Grain Dealers Journal, Chicago.

**FLOUR, FEED AND COAL BUSINESS** N. W. Missouri for sale. Annual sales \$18,000, paying 17%. Lot, building, engine machinery sheds. \$8,000; terms. Particulars W. A. Huntsman, Oregon, Mo.

**GRAIN AND COAL BUSINESS** handling over 100,000 bus. grain and 1,200 tons of coal for sale. Central Iowa. Address G. & C., Box 4, Grain Dealers Journal, Chicago.

**WANTED A MARRIED MAN** to buy an interest in a grain elevator and retail lumber yard who is qualified to manage the same and conduct a successful business. Best of references required. Address N. H. Box 4, Grain Dealers Journal, Chicago.

**AN ESTABLISHED FLOUR AND** feed business with warehouse on railroad siding, located in the best small city, population 6,000, in New Mexico, for sale. Delightful climate on Eastern slope of Rocky Mountains; a prosperous and growing country. Annual sales, \$50,000 to \$60,000. Capital required \$6,000 to \$8,000. For particulars, address P. O. Box No. 342, Raton, New Mexico.

**GOOD GENERAL STORE** for sale on R. R. Post Office and express office with it. \$16,000 business annually. No opposition. Handle anything. Stock \$2,750, fixtures \$200, property \$1,500. Huckster wagon. Too much other business reason for selling. Have good elevator might let go with store. Address Business, Box 5, Grain Dealers Journal, Chicago.

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**RHODE ISLAND REDS**—The great utility fowl. Eggs for hatching from prize-winning stock for sale. Grove Poultry Yards, Downers Grove, Ill.

## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

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Name of firm.....

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**GRAIN BUYER WANTS** situation. Four years experience. Bond and reference. Married. Address Box 244, Volin, S. Dak.

**POSITION IN ELEVATOR** wanted by young married man with 4 years' experience. Can furnish references. Address Box 41, Stone Bluff, Ind.

**POSITION AS BKKPR.** for line elevator company wanted by a man of experience. Address Paris, Box 5, Grain Dealers Journal, Chicago.

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**MANAGER OF COUNTRY ELEVATOR** wants position. Young man of good judgment and two years' experience. Best of references. Address Worker, Box 3, Grain Dealers Journal, Chicago.

**MANAGER OF ELEVATOR** wants position. All around elevator man, 4 years experience, expert gasoline engineer, good bookkeeper. Employed but wish change. Address Harry, Box 5, Grain Dealers Journal, Chicago.

**AN ACTIVE GRAIN MAN** with the necessary qualifications and credentials will consider a position as traveling auditor or crop expert. Prefer to stay west of Missouri. Address James, Box 4, Grain Dealers Journal, Chicago.

**POSITION WANTED** by man that is competent as manager of an elevator, who can get the grain if any is raised. Want to make change by March 1st. Ask for my references. Address C. M., Box 12, Grain Dealers Journal, Chicago.

**MANAGER OF GRAIN ELEVATOR** or solicitor for grain firm wants position. Would put up time and experience against capital in grain enterprise. 5 yrs. exp. A. 1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

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is designed for original entry work, but it is adaptable to many different uses. It has one wide column and 6 narrow columns on each of its 150, 9½x12 inch pages. The column headings are blank and can be filled in by user to suit his requirements. The book is made from canary colored writing paper, clearly ruled in three colors, and bound in marble board covers with Russia leather back and corners. Order Form No. 6.

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**HELP WANTED.**

**MAN WANTED** by Chicago elevator company. Must have experience with grinding and cleaning machinery. Steady position. Address C. O. L., Box 5, Grain Dealers Journal, Chicago.

**PARTNERS WANTED.**

**WANTED SOME PARTY** with some means as a partner in making use of invention, that I will warrant is a day ahead instead of up to date, relating to threshings, perpetual steam engines and other lines. Address Aleck, Box 5, Grain Dealers Journal, Chicago.

**FLOUR FOR SALE.**

**MIXED CARS** of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

**MEAL FOR SALE.**

**OWL BRAND COTTON SEED MEAL**, 41% protein, for sale. Carload or smaller lots to suit the buyer. E. K. Sowash, Middletown, Ind.

**HAY FOR SALE.**

**ALFALFA HAY AND SEED** for sale. Write Nebraska-Colorado Co., Kearney, Nebr.

**HAY WANTED.**

**HAY & STRAW WANTED**—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

**WANTED CONSIGNMENTS** of timothy hay. H. Jahns Jr. Co., Milwaukee, Wis.

**STEAM ENGINES—BOILERS.**

**STEAM PLANT FOR SALE** consisting of two boilers 54x14 tubular with fronts, grates, stack, etc. Good condition. \$500 takes the outfit. W. R. Jones, Muskegon, Mich.

**REBUILT ENGINES AND BOILERS.**

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed.

**ENGINES—CORLISS:** 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

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**ENGINES — THROTTLING:** 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

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**HEATERS:** All sizes, open and closed.

**PUMPS:** All sizes, Single and Duplex.

**SCALES:** Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated **LEADER INJECTORS** and **JET PUMPS**. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, O.

**Grain Dealers' Scale Tickets—Book No. 51**

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net..... bushels ..... pounds, Price, Dollars and Fees. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address **GRAIN DEALERS JOURNAL, 255 La Salle Street, CHICAGO, ILL.**

**VEST POCKET GRAIN TABLES**

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100 000. It is printed on ledger paper in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in heavy manila and form a thin book 2½-in. wide by 8½-in. long. Price 50 Cts. Address **GRAIN DEALERS JOURNAL, 255 La Salle Street, CHICAGO, ILLINOIS**

**Receiving and Stock Book**

**Form 321** is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

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**SECOND HAND GAS AND** gasoline engines, 3 to 25 H. P. Get our list and prices. Christensen Engineering Co., Milwaukee, Wis.

**1 H.P. TO 50 H.P. GAS ENGINES** 1 to 1,000 h.p. Quick shipment. Write us. We can save you money. Loveland & Monahan, 527 W. Jackson Blvd. Chicago.

**ONE 30 H.P. COLUMBUS GAS ENGINE** used only 18 months. Perfect running order, develops its rated power. Need more power, must change to steam. Address Crescent Fence Co., Tremont, Ill.

**TWO NATURAL GAS FAIRBANKS MORSE ENGINES** for sale. One of 28 and the other of 44 h.p. These engines are in first class condition in every respect and from a recent test the 44 h.p. developed 53 h.p. and the 28 developed 28.27 h.p. Address Barker, Brown & Co., Huntington, Ind.

### GASOLINE ENGINES FOR SALE.

1-3 H.P. Fairbanks Morse, speed 350.  
1-3 H.P. McMullin 2-cyl., speed 350.  
1-16 H.P. Otto, speed 160.  
1-25 H.P. Fairbanks Morse (new).  
1-50 H.P. Olds, speed 225.  
Above were taken in trade by us for electric motors and are for sale cheap. We thoroughly overhaul and test them before shipment. Gregory Electric Co., 1611 Lincoln St., Chicago.

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**FOR SALE—1-30 HP. GAS ENGINE;** can be adjusted for gasoline at a small expense. Will sell at half price. Write S. Bash & Co., Ft. Wayne, Ind.

**ONE 2½ H. P. LAWSON GASOLINE ENGINE** for sale. Practically new; will sell cheap. Address R. Porter, Cicero, Ind.

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3 H.P. Field, used one year...\$ 95.00  
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12 H.P. Otto Gas, good condition. 200.00  
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25 H.P. Horizontal Foos, good condition ..... 300.00  
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**ENGINE AND PULLEY** for sale. One 4 h. p. Little Sampson gasoline engine used 3 weeks. One 32" iron Split pulley, 12" face, 2½" bore. Prices right. Hockman & Collier, No. Hampton, O.

**\$200.00 BUYS** a lightning balanced 10 h.p. portable gasoline engine; fitted with radiating cooler, circulating pump, jump spark ignition. Looks and runs like new. A bargain. Neiman Machine Works, Freeport, Ill.

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30 H.P. Nash.  
25 H.P. Columbus.  
25 H.P. Fairbanks Morse.  
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Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

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**HELP or a POSITION,**

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**ALSIKE CLOVER SEED** for sale. Write for samples and prices. C. O. Barnthouse, Agosta, Ohio.

**MEDIUM AND MAMMOTH CLOVER SEED** for sale. Free from Buckhorn. Nathan & Levy, Ft. Wayne, Ind.

**SEEDS FOR SALE** — Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Write for prices. Illinois Seed Company, Chicago, Ill.

**GOOD PRIME CLOVER SEED** for sale. Little red. Ask for samples and prices. The Buckland Mfg. Co., Buckland, Ohio.

**ALSIKE MEDIUM OR MAMMOTH** for sale. For samples and prices write Walter G. Trumpler, Tiffin, Ohio.

**IF YOU ARE IN THE MARKET** for timothy or clover seed write us for samples and prices. Noble Bros., Foosland, Ill.

**MONTANA CHEVALIER** barley for seed for sale. Send for samples and price, delivered your station. Car lots only. Turle & Co., Duluth, Minn.

**SEED CORN FOR SALE.** The world's best Johnson Co., White Dent Johnson Co. yellow dent and Reids yellow dent. Pure and true to name. Address B. F. Cole, Trafalgar, Johnson Co., Ind.

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**SEEDS FOR SALE.**

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**CLOVER SEED.** Car lots or less from \$7.00 up. Write for samples. C. C. Norton's Sons, Greenfield, Ohio.

**SEED CORN.** We have the finest quality of corn grown in this country on crop of 1909. Write for prices. The Ridgway Elevator Co., Ridgway, Ill.

**CHOICE LITTLE RED CLOVER** seed for sale. Free from buckthorn. Write for samples. The Pierce Grain & Hay Co., Van Wert, Ohio.

**SPECIAL GROWN MICHIGAN SEED OATS** for sale. Write for prices and samples. The Metamora Eltr. Co., Metamora, Ohio.

**DIRECT FROM FIRST HANDS** mammoth, medium red and alsike. Write us for samples and prices. Moser, Frisinger & Sons, Rockford, Ohio.

**KAFFIR CORN, MILOMAIZE, CANE SEED.** Write us for prices, bulk or even weight, sacked, recleaned if desired. F. O. B. Okla City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, St. Louis, Mo.

**UP RIVER SEED BARLEY.** The finest seed barley in the northwest. Also clover, alsike and timothy raised on the highlands. Also seed oats raised in Canada, superior to any oats for seed in the states. Write for samples and prices. R. E. Jones Co., Wabasha, Minn.

**SEEDS FOR SALE.**

**WE HAVE CLOVER SEED** for sale. Write us. Kinsey Bros. No. Manchester, Ind.

**TWO CARLOADS CLOVER SEED** tailings for sale. J. M. King & Son, North Vernon, Ind.

**MEDIUM CLOVER SEED** for sale. Write for prices and samples. Geo. Keller & Sons, Quincy, Ill.

**DAKOTA GOLD MINE** seed corn beats the world. Yields 100 bus. per acre. Ripens in 100 days; special prices to elevator men. Address Crill, the seed corn man, Elk Point, So. Dak.

**SEED CORN.** Write us for wholesale prices on any variety field corn—carefully graded shelled corn or on ear. Write for samples. Miami Valley Seed Co., New Carlisle, Ohio.

**CLOVER SEED** for sale. Both mammoth and little red, ranging in quality from N. E. G. to Prime. Will be very glad to quote prices upon receipt of inquiries. J. M. King & Son, North Vernon, Ind.

**SEED CORN.** Reid's yellow dent selected graded and tested, showing germination of over 95%. \$3.00 per bus. while it lasts. Order early to insure supply. Palmer & Co., Kalona, Iowa.

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Buy, build, sell and exchange  
MILLS AND ELEVATORS

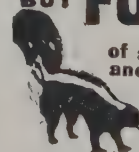
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Bought and Sold.  
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Consignments Solicited.  
Send Us Your Samples.  
ASK FOR OUR DAILY BIDS  
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of all kinds and pay top prices  
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TRAPPERS GUIDE sent free to all  
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McMILLAN FUR & WOOL CO.  
Minneapolis, Minnesota.

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Clovers  
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Blue Grass  
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**WE BUY PURE SOFT WINTER WHEAT  
CHOICE WHITE CORN** (either ear or shelled)  
Cincinnati official weights and grades final.

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# SEEDS

Grain, Clover and Grass Seeds,  
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**WE PAY CASH FOR FIELD SEEDS.**

**Kaffir Corn, Milo Maize, Sunflower Seed**

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

**EDWARDS & LOOMIS CO., 342-352 No. Elizabeth St., Chicago, Ill.**

**WE ARE DEALERS IN SEEDS**  
Timothy, Clovers, Millets, Etc.  
Also Seed Grain  
**MINNEAPOLIS SEED CO.** MINNEAPOLIS, MINN.



## SEEDS WANTED.

CLOVER, MILLET, CANE and other field seeds wanted. Car lots or less. Send samples. Griswold Seed Company, Lincoln, Nebr.

SEEDS WANTED—Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Send Samples. Illinois Seed Company, Chicago, Ill.

YOU CAN EASILY find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

WE ARE IN THE MARKET FOR car lot or less of the following commodities: High grade medium red clover, Kehrsen oats, Swedish selected oats, early champion oats, Oderbrocker barley. Send samples and lowest price, track or delivered. The Adams Seed Co, Decorah, Iowa.

## SEEDS WANTED.

SEEDS WANTED. German, Siberian and Hungarian millet, either straight or mixed cars. Send samples. Are also in the market for southern white and redcob corn. Jameson, Hevener & Griggs, St. Paul, Minn.

## GRAIN FOR SALE.

WHEAT, CORN, OATS AND Kaffir corn for sale. Delivered prices made on request to any points in the U. S. Stevens-Scott Grain Co., Wichita, Kans.

CORN FOR FEEDERS. Can ship high grade yellow ear corn on short notice. Price low. The Adams Seed Co., Decorah, Iowa.

RECLEANED KAFFIR CORN. Lots of it, either sacked or in bulk. Also large quantity choice No. 1 baled prairie hay. Ask for prices. Raymond & Son, Douglas, Kans.

## GRAIN WANTED.

WANTED CONSIGNMENTS of oats and barley. H. Jahns Jr. Co., Milwaukee, Wis.

WANTED SHIPPERS OF GRAIN, hay, flour and mill feeds to quote prices to W. R. Bryan & Co., Brokers, Nashville, Tenn.

CORN AND OATS in full or split cars. Also hay and straw. Ask for prices delivered your station. The Garman Grain Co., Delphos, Ohio.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

WANTED your account for the sale of corn, oats and feed stuffs on the Memphis market on brokerage. Send sample mill oats and good screenings. Every grain shipper should have our Railroad Claim Book. It collects claims on transportation companies quickly. Claim agents are pleased to receive claims made in such condensed form, which admits of quick adjustment. It is inexpensive and worth its weight in gold to claimants. Correspondence solicited. W. J. Booker & Co., Memphis, Tenn.

## BUCKWHEAT FOR SALE.

BUCKWHEAT GRAIN.  
Buckwheat Flour.  
Buckwheat Groats.

For Sale by  
Miner-Hillard Milling Co.,  
Wilkes-Barre, Pa.

## BOOKS FOR SALE.

FOR SALE — Booker's Railroad Claim Forms never fail to receive immediate attention from claim agents. Complete record on one sheet all details. Tablets 100—200 Book form 300 sheets, price 1c per sheet. Express charges 10c, 20c and 30c anywhere. Shipped subject approval. W. J. Booker, Memphis, Tenn.

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affords a ready reference to the entry or record of any car number. Facing pages are 11x14½ inches, of heavy ledger paper and each is ruled into columns, one for each digit. Space in each column is provided for Initials, Car Nos. and Record. Marginal index, double faced of heavy canvas, are also furnished.

Form No. 40 contains 36 pages, bound in heavy canvas covers, with spaces for registering 9,000 cars. Price, \$1.50.

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Send all orders to

GRAIN DEALERS JOURNAL  
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This variety was seeded in the Dakotas, Minnesota, Iowa and Illinois with wonderfully satisfactory results.

In Canada They Yielded

100 to 125 Bushels Per Acre

They are an early variety.

Write us for particulars.

We distribute in car lots only.

Randall, Gee and Mitchell Co. MINNEAPOLIS MINN.

# KAFFIR CORN

No. 1 FANCY SAMPLES MAILED ON REQUEST

GUARANTEED TO ARRIVE COOL

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J. BOLGIANO & SON, Dept. G. D. J.

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BALTIMORE, MD.

FOUNDED IN 1818—92 YEARS



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**MR. ELEVATOR MAN:** Are you going to get ready for this favorable condition? Have you the best cleaning machinery? Or are you depending on the old style fanning mill to blow out the dust? Let us explain about our

## INVINCIBLE GRAIN CLEANERS

We have improved them from year to year until today they are all their name implies — they are INVINCIBLE.

Keeping pace with modern commercial needs, we have added new machines which puts us in a position to offer you the most complete line of grain cleaners and packing machinery for flour mills, feed mills or elevators.

**WE CAN FILL ORDERS PROMPTLY NOW.**

**SEND FOR OUR CATALOGUE OR WRITE US FOR PARTICULARS.**

**INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.**

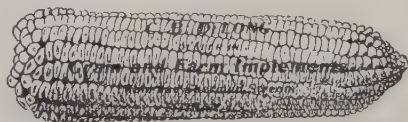
REPRESENTED BY

J. H. PANK, 512 Traders Bldg., Chicago, Ill., Phone Harrison 667.  
C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind.

F. J. MURPHY, 225 Exchange Building, Kansas City, Mo.  
N. W. REPRESENTATIVES: STRONG-SCOTT MFG. CO., Minneapolis, Minn.

**It is not difficult** to get testimonials from users of our machines. We never solicit them. The thousands of "Western" Shellers and Cleaners in elevators of satisfied customers are the best testimonial to their superiority.

WAGONS  
BUGGIES  
WINDMILLS  
BINDERS  
MOWERS



Union Iron Works.  
Decatur, Ill.

Pithian, Ill. Jan. 12, 1910.

Gentlemen:

I enclose you check for sheller bought of you a few days since. It is not due for 30 days, but it works so good that I want you to have your money. I do not know how we have ever got along with that other sheller. It would just worry us from morning till night and from one years end to the next. To run this is like being in a better world. You could not take the corn off the cob with the other sheller and this one you absolutely can not find a grain on the cobs. As to power the engineer says he can not tell when the sheller is hitched on. I do not think that it pulls one half as hard as the other.

Respectfully yours,

¶ Mr. DeLong wrote this letter entirely unsolicited, because he appreciated the true value of a "Western" Corn Sheller after having lost time and money experimenting with one which was represented to be "just as good."

*Write to-day for Catalogue and Prices.*

**UNION IRON WORKS, "WESTERN" ELEVATOR MACHINERY DECATUR, ILL.**

Manufacturers of



## GRAIN DEALERS' JOURNAL

Published on the  
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by the  
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**CHARLES S. CLARK,**  
Manager.

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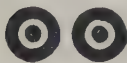
### The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., MARCH 10, 1910.

WATER in excessive quantities cannot be sold in any market at the price of corn. Buy it right.

EXCESSIVE WEIGHING charges on team tracks at St. Louis continue to receive much attention from shippers to that market, and no doubt the City Council will soon abolish the graft.

THE transit privilege has not yet been abolished and the more deeply the Interstate Commerce Commission investigates the matter of transit rates the less disposed will it be to disturb existing rates.

CORN which will not germinate is worthless for seed. It can readily be discovered through germination tests and its use avoided. Dealers who desire to handle corn next fall will warn the farmers now.

EXCHANGES which hesitate to discipline a member who cancels one purchase in order to make another of the same grain, at a lower price cannot long expect to be looked upon with favor by country shippers.

FARMERS OF WILL County, Ill., in order to encourage the growing of good corn in their district, have clubbed together, and raised \$500.00 as a prize to be offered to the first farmer producing 200 bushels of corn on an acre.

BUCKETSHOPS do not seem to be increasing, but there are enough of them still doing business to bring all future trading into disrepute with the average layman.

WATER loaded corn cannot be expected to bring the price of contract grain in any market except when country shippers are bidding in competition for it and farmers are selling.

THROWING vocal pebbles at your competitor may prove amusing and interesting, but it must be expected to result in the real article being returned. There is no profit in business fights.

KANSAS has a very good bucketshop law but unless the district attorneys of that state can be induced to get into action the law will not be enforced and the suckers will continue to be captured.

THE DEALER who will not take time to read of the experiences, opinions and views of his brother dealers generally has to pay dearly for the information he could have obtained from them for the taking.

PELLAGRA has often been charged to moldy corn, but late investigations do not seem to confirm the suspicion that American maize is responsible for this dread disease. Let us hope King Corn escapes conviction.

THE ELEVATOR operator who keeps detailed account of all supplies going into his house and all expenses incurred in its operation is in a position to tell at the end of the crop year exactly the average cost of handling grain.

MANY TRADE organizations are advising members to pay the corporation tax only under protest. A vigorous fight is being made against the law in the hope of having it declared unconstitutional before the time for first payment arrives.

THE WASHINGTON State Grain Inspection Department has nearly been put out of business by a decision of the Tacoma Superior Court, holding that grain shipped to private warehouses of owner need not be inspected unless grain owner desires.

THE C. M. & ST. P. R. R. declared an embargo against corn for Chicago two weeks ago, and altho the weather has been favorable for the movement of grain, receivers in both Chicago and Milwaukee continue to complain most bitterly of the poor service rendered by all Western grain carriers.

GOOD CARS have been so scarce of late that shippers are willingly loading all kinds of old, worn-out traps, many of which are absolutely unfit to transport grain. The increased number of reports of leaks in transit published in this number shows that carriers are pressing every car which will run into service.

THE INTERSTATE COMMERCE COMMISSION is receiving rebuffs from all the courts. The United States Supreme Court this week annulled two important orders of the commission, because it had exceeded its authority in establishing a through route and ordering a physical connection on petition of a road interested.

THE WESTERN Union Telegraph Company has introduced a new service called the "Night Letter Service," whereby a fifty word message can be sent by telegraph, for delivery at destination early the following morning by mail, at the cost of a ten word day message. No doubt, this service will be used extensively by grain dealers.

THE EXPLOSION of grain dust at the plant of the American Maize Products Co., Robey, Ind., recently resulted in the burning and injuring of a number of workmen. It also served to warn other owners of grain handling plants that grain dust suspended in air in certain portions and exposed to a flame will explode with powerful effect.

SHORTAGES in grain shipments were discussed with so much venom at the recent Denver convention that it would seem advantageous for all concerned to co-operate in the establishment of perfect weighing facilities and a disinterested weighing bureau at Denver, and no doubt some effort will be made to bring about improved facilities soon.

DELAYED RE-INSPECTION at terminal markets received another airing at the Lincoln convention, without any defense being tendered. So long as shippers guarantee the quality of their grain forever, they must expect buyers to require it, altho nearly every market recognizes the injustice of asking shippers to guarantee the grade of their grain after the sampling following the inspection.

INVESTIGATION OF sensational crop reports by officials of the Chicago Board of Trade indicates that the circulation of misinformation of this character is to be prohibited and checked so far as possible. In such regulation the officials of the Board will surely have the hearty support of the cash trade. Too often in the past, markets have been influenced by reports which later proved to be fictitious.

INSURGENTS in Congress, through their persistent opposition to Railroad amendments to the pending railroad bill, have succeeded in forcing out three favorite railroad provisos. Consolidation, absorption, and the exception of electric lines to the restrictions placed upon steam lines have all been eliminated from the bill. While the Commerce Court feature of the bill has met with some opposition, its adoption now seems certain.



MANY COMPLAINTS from Minnesota, Iowa and Nebraska are to the effect that much corn is still in the field, and germination tests disclose the distressing fact that little corn has sufficient vitality to make good seed. Tests are being conducted on an extensive scale in these states by everyone who is awake to the seriousness of the situation, so that good seed corn may be selected before it is time to plant.

SHORT WEIGHT packages received a well merited "knock" at the hands of the Colorado Grain Dealers in convention assembled at Denver recently. If manufacturers and others who pack products in packages had always marked the exact weight and contents in legible letters on the outside of package, we would now have no need of the so-called "Pure Food Acts." Publicity gives the quickest relief from the short weight cheat.

INCREASED RENTALS for elevator sites and private switches are being demanded by western railroads, who are grasping every opportunity to increase the revenue secured from shippers, and as usual they are dodging behind the Interstate Commerce Law, which requires them to treat all alike without discrimination. In fact most of the railroad companies seem recently to have fallen deeply in love with that wonderful law, whose thorns are slowly but surely being discovered by the shippers of the country.

A SHIPMENT of politically inspected oats from East St. Louis recently evoked loud protest from the unlucky receivers in Arkansas. After federal inspection has been firmly established with the due quantum of red tape months or years will be required to obtain a correction of errors; but as the federal propagandists need material this protest from Arkansas was heard at far away Washington and a federal special agent dispatched to investigate. His findings may be that state inspection is a farce and should be supplanted by federal grading; but those who have observed the working of inspection departments conducted by the grain exchanges will see in this occurrence only an argument for the abolition of all political inspection.

ORDER Bs/L will be surrounded with certain legal protection, if House Bill No. 17267 or Senate File No. 5015 is enacted into law. The American Bankers' Ass'n and several other strong organizations are back of the bill. It is intended to require the surrender of the original Order B/L before delivery of property, and such bills shall be negotiable even though carrier stamp or mark them "not negotiable." Carriers' agents are forbidden to issue either Order or Straight Bs/L, before they have received all the property described in the bill, or if they shall deliver the freight without taking up the bill or cancelling it, they shall be fined \$5,000 or imprisoned five years. The enactment of the law would surely afford much needed protection of order Bs/L and make receivers more willing to pay drafts against them. While the bill does not forbid back-dating of bills and the filling in of forms with a lead pencil or chalk, still it is a step forward and greater improvement may be looked for later.

HEAVY DISCOUNTS for off-grade corn are being protested vigorously by shippers whose profits are thereby absorbed. The percentage of off-grade corn arriving in most of the markets is so large that many markets are really glutted with the low-grade stuff; and it is so heavy with moisture that its keeping quality is very uncertain. All driers are busy, and buyers without driers find it necessary to be extremely cautious lest they get loaded up with hot grain.

IMPOSSIBLE tho it seems, report comes from Jefferson City, Mo., that Governor Hadley will actually recommend to the Legislature the repeal of the present law providing for the State, Railroad and Warehouse Commission. The service rendered by the commission in its Grain Inspection Department, particularly at St. Louis, has proved so unsatisfactory, the receipts from fees continue to decrease, so that the department has become a burden to the state. None of the political inspection departments has ever been a profit or advantage to anyone but the politicians, and the wonder is that some of the poorly managed departments have not long since been abolished as the Washington state department will soon be.

VARIATION in moisture tests, due either to defective apparatus, imperfect or careless methods of conducting the tests, has caused much heated discussion and considerable ill-feeling recently at Chicago. In fact, many shippers have continued to demand the abolition of the moisture test, altho admitting at the same time its great value in determining quality of corn. Discussion with different interested dealers conveys the impression that the improvement needed is in the test. Haste made necessary by large receipts of low grade corn may have resulted in careless testing. No one can deny that the moisture test is one of the most reliable measures of quality in grain, and altho it is not the only characteristic to be considered, it is the most important. Letters from different dealers which are published in this number disclose considerable feeling in this matter, but none point out the real cause of the friction.

DOCKAGE for shrinkage will soon be abolished in New Orleans, as the Grain Committee of the Board of Trade has adopted a resolution disapproving of the practice. Baltimore has abolished scaleage and the effort of the Chicago elevator men to insist upon an allowance of one pound per thousand for loss of weight in handling has been thwarted by the prompt protest of receivers and by the Board of Trade. It is not right that the public storage elevators should stand for any loss, either from evaporation of moisture or of weight due to handling. Those elevators who buy grain for their own account should take this loss into consideration when making their price. The public storage elevators can assess the loss from the owner of the grain, by increasing the storage fee sufficiently to cover this loss as well as the handling charge. The owner of the grain while it is in the elevator is the one who should bear the expense of loss from natural causes, which are beyond the power of the public elevator men to control. It is quite unreasonable that shippers should be asked to stand this loss, simply because they were the owners of the grain up to the time it left the scale hopper of the terminal elevator.

## ELEVATION ALLOWANCES UPHELD.

In an unanimous decision the United States Circuit Court for the Western division of the Western district of Missouri, sitting at Kansas City, has held that the Interstate Commerce Commission in prohibiting the payment or allowance for elevation and transfer of grain in transit exceeded its power.

This is one of the most important decisions of direct interest to the grain trade, which has been rendered in recent years.

The elevation and transfer of grain at the termini of railroads is absolutely necessary to its transportation. To attempt to perform this service in any way other than by means of modern elevating facilities would congest and block commerce to the great cost of the grain carriers and the grain dealers.

It is but natural that grain dealers can perform this service more satisfactorily and at less cost than a railroad company could expect to do. The elevator operators, being also engaged in the grain business, have a trained force of men in charge of the elevator, so that grain transferred is given that expert handling which railroad companies could not expect to give, unless they provided a transfer house with many bins of carload capacity and maintained the identity of each load. Such service would cost the railroads more than three-fourths of a cent per hundred pounds.

The decision of the court, which is published in full elsewhere in this number, is so clear and strong, that it must bring much joy to owners of terminal elevator property, and also much relief to elevator operators who are now favored with a cleaning in transit rate.

Recent investigations by the Commission have seemed to indicate a desire to abolish all transit privileges, but unless this decision is reversed, it would seem the Commission has no such authority.

One most excellent result of the decision will be to extend the payment of elevation allowances to all operators of terminal elevators. This will, in a measure, prevent discrimination, because many other transfer and cleaning houses will be erected, and in the competition among the elevator operators for grain part of the allowance will no doubt be paid to the country shipper.

The Commission still has authority to say what shall be considered a reasonable elevation allowance, so that its decision of April, 1907, declaring three-fourths of a cent per hundred for elevation was reasonable will, no doubt, stand. So far this allowance has been paid only on grain originating in the West, and traveling North, East and South. There seems no good reason why it should not also be paid on all grain elevated, regardless of the direction of its shipment.

The cars of a carrier are promptly relieved by the elevator operator and the earning capacity of its rolling stock increased; hence, the elevator operator is clearly entitled to the reasonable compensation allowed.

One most desirable result of the decision will be the extension of the allowance to elevators at railroad terminals, transfer points, or, in fact, wherever they contribute to the quick release of cars and the prompt forwarding of grain. The service greatly facilitates the movement of grain from the producer to the consumer, reduces delays, prevents congestion and fosters trade.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### A GRAIN DEALERS' RAILROAD.

*Grain Dealers Journal:* Why don't the grain dealers co-operate and build a railroad of their own?

The C. & N. W. in our vicinity hasn't hauled any grain during the last two months. All elevators are full to their roofs.

Shortage of cars and motive power seem to be the causes for the present condition and therefore this railroad would be helpless before a competing company.

Why doesn't somebody start something?

—E. J. Prah, agt. Bingham Bros., Springfield, Minn.

### CARS HELD FOR MONTHS ON SIDE TRACK.

*Grain Dealers Journal:* With C. C. Persinger we are interested at Grant Center, Ia., in some corn. This corn was loaded on the cars Jan. 7, 12, 13, 26 and 27, five cars in all. This corn is billed to Chicago. If these cars travel at the same rate of speed they have traveled up to date, how long will it take them to get to Chicago? To help solve the problem we might say these cars are still on the sidetrack where they were loaded. The station is on the great transcontinental railroad which runs thru Sioux City.

We are also interested in a dozen or more cars of corn loaded on the Illinois Central. But let us say we have no complaint against the Illinois Central. The first car loaded out from here was Dec. 28, 1909, the rest of the dozen in January, and they are gone from here. Will they beat the robins into Chicago?—Sioux Grn. Co., by C. M. Miller, sec'y.

### RECOURSE ON CARRIER FOR DELAY.

*Grain Dealers Journal:* What can a shipper do when a railroad company leaves a car on the track where loaded or elsewhere along its track, by reason of which delay the car does not reach its destination for 30 to 35 days and the market declines?

Chicago receivers of grain charge interest on drafts and on the car referred to there was 34 days' interest charged to us. Are the railroads holden for such delays when the road is not blocked?

We have a car of oats we loaded Feb. 15 still standing Feb. 28 in the yards here. Another we loaded Feb. 21 is still here. We have requested them to move these cars several times. Is there a remedy?

Must shippers stand the loss on grain declining in price and the extra interest due to delay in transit? I wish to learn thru the columns of the Journal what other dealers are doing in similar circumstances.—H. J. Pitcher & Son, Earlville, Ia.

*Ans.:* The railroads are liable if shipment is delayed in transit; and they have frequently been put to the painful necessity of paying damages for just such delays. The railroad company when solely to blame should be held respon-

sible. Some of them pay damages resulting from such inefficiency without hesitation. Others will not pay anything until ordered to do so by the court of last resort.

### DOES RAT EXTERMINATOR WORK?

*Grain Dealers Journal:*—I would appreciate it very much if some grain dealer, who has tried any of the different rat exterminators would let me know his actual experience with them. Do they do the work? Does the use of an exterminator drive the rats from your plant? I would especially like to hear from dealers who have tried a rat killer and carefully watched the results of their experiments. If it is possible for us to find any mixture which will give us relief, we want to try. —S. E. C.

### HOW TO WATERPROOF CON- CRETE?

*Grain Dealers Journal:* We have a cellar made of concrete 8 ins. thick, sides and bottom, thru which the water enters where the floor joins the side wall. The floor has shrunk away from the wall, but not enough so you can get anything into the crack up thru which the water comes. Can we fix it with another wall and bottom about 4 inches thick on the inside without any joints.—H. B. Low & Son, Orangeville, Pa.

*Ans.:* If your walls and sides are of good concrete and free from leaks, you can cut out the old joint between the floor and walls and cement it again, which would relieve your trouble of having your cellar leak at this point at times of high water.

It is a very hard matter to make concrete basements absolutely water tight, notwithstanding the fact that there are a great many water-proofing compounds and mixtures, also different methods of putting in the work.

After you have chiseled out this seam and re cemented it and if your results are not then satisfactory, you could waterproof your basement in the following manner:

Clean the walls and floor thoroly and when they are dry, coat them with hot pitch and lay on four or five layers of tarred felt, pitching on each layer separately. Then put in new form work and put in 4" more floor and sides.—Fred Friedline & Co.

### Carrier Liable for Delay of Grain in Transit.

The Court of Civil Appeals of Texas on Feb. 9 denied the Missouri, Kansas & Texas Ry. a rehearing of its decision in favor of the Early-Clement Grain Co. on a suit for damages for delay in transit. In sustaining the decision of the district court of McLennan County awarding the grain company damages Judge Fisher said:

Only two questions are raised in this case:

First. Did the plaintiff, appellee here, have such an interest in the shipment as would allow him to sue for damages occurring during transportation? There is evidence which brings this question within rule of T. C. Ry. Co. v. Dorsey, 30 Tex. Civ. App. 377, 70 S. W. 576.

Second. Can carrier excuse delay in transportation on account of shortage in cars and unprecedented amount of business? The shipment was accepted for per of these facts; consequently carrier transportation without notice to the ship-

should be held liable for damages on account of unreasonable delay. G., C. & S. F. Ry. v. Hodge, 10 Tex. Civ. App. 543, 30 S. W. 829; I. & G. N. R. R. Co. v. Anderson, 21 S. W. 691; G., C. & S. F. Ry. Co. v. McAulay, 26 S. W. 475.

Judgment in favor of plaintiff affirmed.

### Reparation Allowed.

Refund of \$76.60 has been ordered in the case of the Wilsey Grn. Co., against the C. B. & Q. account two shipments of corn from Arcadia, Neb., to Johnstown, Colo.

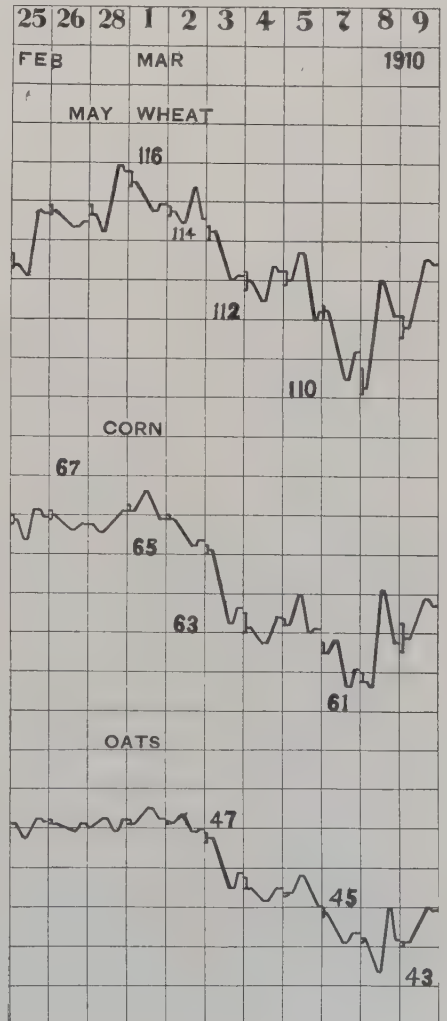
Refund of \$40.74 has been ordered in the case of McLane, Swift & Co., against the L. S. & M. S. Ry. Co. account overcharge on one car load of wheat, from Montgomery, Mich., to Philadelphia.

Refund of \$30.95 has been ordered in the case of Crabbs, Reynolds, Taylor Co., against C. I. & L. Ry. Co. account overcharge on carload of shelled corn, forwarded from Brookston, Ind., to Cincinnati, O.

Refund of \$4.80 has been ordered in the case of the Rea-Patterson Grn. Co. against the Mo. Pac. Ry. Co. account overcharge on 4 cars of grain from Jasper, Mo., and Oolagah, Okla., to Coffeyville, Kan.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Mar. 10 are given on the chart herewith.





# Letters

## From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### MOISTURE TEST MOST IMPORTANT.

*Grain Dealers Journal:* I have read with considerable interest in your issue of the 25th the account of the protest of the Illinois Grain Dealers, with reference to the use of the Moisture Test in grading corn in Chicago.

I have been long enough in the grain trade to remember that there was a much more vigorous protest, one might say "howl," as to the use of the grain tester by the country dealers in their purchases of wheat, the "little brass kettle" as it was denominated by the farmers. In fact, that protest was so vigorous that the Legislature of our State passed an enactment making it a criminal offense for a dealer to use any vessel of size smaller than the Winchester half bushel in making a test as to the weight of wheat, on which price should be based, and there were some criminal prosecutions in this State under that enactment, before the objections to the use of the ordinary vessel, now found in practically every grain elevator, were overcome.

What dealers now would expect their wheat to be graded No. 2 in Chicago, New York or any other market if it did not show a test weight of 58 lbs. or better? The test weight, of course, is not all the requirement for No. 2 wheat, nor is the moisture test established by the Grain Dealers National Ass'n for the several grades of corn, all the requirement necessary to make those grades. From the actual use of this Moisture Testing Apparatus for three years, we are firmly convinced that it is the most important factor in determining the proper grade of corn, but it is not all by a long ways. For instance, during July and August of the coming year, I suspect that practically all of the sample No. 4 and No. 3 corn that will arrive in Chicago will show a moisture test equal to No. 2, because a dry and hot summer season ordinarily reduces the moisture in all corn below 16%, regardless of what other qualities it may have.

The test for moisture, as now practiced, is very accurate if the sample is carefully taken, proper apparatus used, and the formula of the Bureau of Plant Industry followed. The sample for the test is necessarily small, and for that reason requires care in selection, but is no less valuable or accurate because of its size. A chemical test of a very small sample of steel determines its value in the construction of a battleship, a bridge or a building, and a chemical test of the ingredients, or some of them, determines the value and availability of these ingredients, in the making of steel. Practically all large manufacturers now employ chemists to test their materials and you will find one in every large, up-to-date mill, not only making tests for moisture but for a large number of other properties, which assist the miller to get most value out of the grain. In the use of the

moisture test we grain dealers are following not leading other lines of trade and manufacture.

If the Illinois Grain Dealers will analyze the prices prevailing even now in Chicago market, it would seem to me they must conclude that they are not so badly used. In fact, if their corn is sold by sample on the Chicago tables, they should get and I presume do get a fair value, based on the quality of the corn they furnish, regardless of the grade.

Looking up the matter of cash sales for 10 days in Chicago, as reported by the *Chicago Trade Bulletin*, I find the range in prices on No. 4 corn on those 10 days was 3.1c per bu.; that the range in price on No. 3 corn was 2½c a bu., on the average; that the average difference between the high price at which No. 4 corn sold and the low price at which No. 3 grade sold on same dates was 9/10 of 1c and on two of those days I find that No. 4 actually sold at ½c per bu. above the low price at which the No. 3 grade sold on same date.

Now if this indicates anything, it points to the fact that each of those grades No. 3 and No. 4 are governed in price by the quality of the sample of each particular car. I find in one case a difference of 5½c per bu. between the high and low price at which the No. 3 grade sold on the same day and in another case a range of 4½c in the price at which No. 4 sold.

The above being the price ranges in the Chicago market, it would seem to me that the party who claimed to have shipped corn containing 19½% to 20½% of moisture to other points at a discount of 2c a bu., would be just as well protected if his corn was sold by sample in Chicago under the conditions suggested by the above facts.

A remark of one gentleman in that conference is certainly deserving of particular notice. That is in substance that the judgment of an inspector is more accurate than a machine. The fallacy of such a statement is self-evident to all intelligent men.

If these gentlemen will figure out the actual difference in feeding value at present market prices, between No. 2 corn containing 16% of moisture and No. 4 corn containing 22%, they will be very greatly surprised, I suspect, at the difference they will discover. When you reduce corn of good quality containing 22% of moisture to No. 2 grade containing 16%, you take out nothing but water, which is of no value to the feeder at all, as he can supply all that is necessary of that without cost. That will reduce the weight of your corn 7½% or take off 7½% of the value plus the cost of drying the corn. Figure it out and see the result.

On a basis of 60c for No. 4 corn, the difference necessary to cover loss in weight alone is 4½c per bu. To this add cost of drying and risk of handling the damp corn, should weather turn unfavorable before dried, and you have a cost of 6c to 7c per bu., in the actual worth of the grain.

Now because some market or some interior feeder or dealer accepted No. 4 corn containing 22% of moisture in place of No. 3 containing 19%, is no indication at all that that is the correct thing to do, but it does indicate that the buyer did not know what he got for his money.

These are days of progress. They are days of improvement not only in machinery, methods of farming, but in methods of handling products as well, and as I see it, the introduction of the Moisture Tester has put into the hands

of the trade one more important and valuable piece of machinery to be used in the conduct of the business and one which, properly used, will assist the shipper greatly in calculating his risk of transportation; will show the buyer more accurately the feeding or milling value of his purchase and put a deserved check on the inclination the country over to sell water at corn price. At many country elevators corn now sells at the same price regardless of how much water it contains. Grain containing 23 to 25% of moisture is accepted at the same price as that containing only 18% or 19%. Isn't it time to encourage your good farmer, the one who gathers his corn early, after cultivating it properly, puts it up in good cribs and delivers it to you in proper marketable condition? Give the slovenly man, be he farmer or dealer, fair value for what he delivers and only that.—E. W. Seeds, Columbus, O.

### A SCOOPER'S SHORTAGE CLAIM.

*Editor Grain Dealers Journal:* Following is a true copy of the gross, tare and net weights, and dates, as shown by twenty-eight wagon scale tickets appended to a claim for 1,080 lbs. shortage of Wheat:

Gross.	Tare.	Net.	Date weighed.
3770	1180	2590	July 24, 1909.
3445	1125	2320	July 24, 1909.
3500	1050	2450	July 24, 1909.
3620	1160	2460	July 24, 1909.
3630	1210	2420	July 24, 1909.
3660	1110	2550	July 24, 1909.
3595	1155	2440	July 24, 1909.
3515	1120	2395	July 24, 1909.
3840	1200	2640	Aug. 2, 1909.
3640	1155	2485	Aug. 2, 1909.
3060	1130	1930	Aug. 6, 1909.
3930	1260	2670	Aug. 9, 1909.
3580	1110	2470	Aug. 9, 1909.
3390	1135	2255	Aug. 9, 1909.
3410	1255	2155	Aug. 9, 1909.
2920	1095	1825	Aug. 9, 1909.
3455	1015	2440	Aug. 16, 1909.
2660	1060	1600	Aug. 16, 1909.
3000	1050	1950	Aug. 16, 1909.
3110	1180	1930	Aug. 16, 1909.
2250	1170	1080	Aug. 16, 1909.
3300	1280	2020	Aug. 16, 1909.
3670	1030	2640	Aug. 16, 1909.
3780	1015	2765	Aug. 16, 1909.
3200	1155	2045	Aug. 17, 1909.
3170	1195	1975	Aug. 17, 1909.
3540	1250	2290	Aug. 19, 1909.
3640	1330	2310	Aug. 19, 1909.
95280	32180	63100	

At destination, the Board of Trade Hopper scale weight, one draught, was 62,020, denominational weights as follows: ⅜, 56,000; ¼, 4,000; ½, 2,000; beam, 20; total, 62,020.

The State Grain Inspector's certificate, issued at destination for same shipment, reads, "Rejected Red Wheat, 54, tough, very dirty and cheat."

And now, what would any court say as to the merits of such a claim—the comparative chance of error in the scale, the weighing, the recording of the weights, the possibility of the grain itself having inherent quality of shrinkage?

The car showed no defect, even tho an energetic Board of Trade Weigher and Inspector at destination pounded all sides to make it do so.

Should the Railroad Company pay such a claim? Can it do so legally? If such a claim is paid, can the Railroad refuse to stand for the whole difference between what a shipper alleges he put into the car and what consignee or Board of Trade Weigher says came out of the car, disregarding altogether the fact that the shipper himself coopered the car, that no evidence whatever of leakage was seen by the Railroad Company's employees en route or at destination, or by the Board of Trade Weighers and Inspectors at destination?

It is true that some cars do leak in



transit, but in more than 90% of the cases it is wholly the shippers' fault for failure to cooper the car properly. It is idle to say that when cars do leak in transit, or in railroad yards, the railroad employes probably do not see them leak. If they leak any appreciable quantity of grain, the railroad employes see them and on most roads the instructions are positive that where leaking cars are seen the defect must, if practicable, be repaired and suitable record made.

Some of the companies are about to issue instructions to have the record show the precise character, the location and, if practicable, the cause of the leak, and where it is obviously the shipper's fault, it would be unfair to the shippers, who are careful, were the carrier to stand in the gap and pay claims for leakages, due wholly and obviously to the shipper's neglect.

This is not said in any spirit of unfriendliness, but with the view of starting a campaign of reform all along the line, and which must start with the shipper himself, *who must see that each and every car as loaded is in a thoroly safe condition* for the reception of Bulk Wheat, Oats, Rye, Barley, Shelled Corn or other like commodities, which require that the cars shall be safely coopered as loaded, as the means of avoiding leakage.—F. C. Maegly, Asst. Gen. Frt. Agt., A., T. & S. Fe Ry., Chicago.

## RELIABLE MOISTURE TESTS NEEDED.

*Editor Grain Dealers Journal:* When we first started to make moisture tests in grading corn, the writer that it was one of the best things that had ever been advocated. It seemed a positive method of determining the actual condition of the corn. Also it would give the country shipper means of knowing what his corn should inspect at destination without doubt. Not only eliminating the suspicions, doubt and ill-feeling, that often exists between the country dealer and the city inspector, but it would positively eliminate the large losses in buying damp corn in the country on a guess as to its actual content of moisture. The country dealer would know just what he was doing and just what kind of grain he was shipping to market.

However, our experience with the moisture tester this season has rudely shattered our rosy dream of universal brotherhood in inspecting corn, and we suppose the poor, down trodden grain dealer will have to continue getting a big chunk of his Hades here on earth, unless a miracle is performed.

The writer purchased a moisture tester a couple of years ago, and since that time has had a man to test all of his corn and a great deal of corn for neighboring dealers. This man has become expert in the work and has had no difficulty in grading corn until the present season.

About two months ago we purchased the latest improved model Hess Moisture Tester, and recently we shipped a car of corn to Chicago, which tested only 19% here, but which was inspected No. 4 yellow corn. An appeal was taken and on this appeal a moisture test was made showing the corn tested 21 2/10% moisture. Since that time we have made an experiment on several lots of corn and one in particular.

Our usual method of making a moisture test on a lot of corn is to take a hand sample from each wagon load as it is delivered into the elevator, placing sample

in a tight receptacle until the lot is received, then this accumulation of samples is mixed thoroly, and two tests made of it. On the above mentioned lot we made the first test from wagon load samples, then we took several samples from the different parts of the bin and mixed them thoroly, making the test from this lot. Then we took samples from different parts of the bin, in every instance reaching down as far as possible, and made separate tests from each of these samples. Altogether we made five different tests and these tests were made on two different days. The corn staid in the house for five days and then we made a test before loading it in the car; then we made a test after it was loaded, and in each instance, after all these different tests, the moisture shown did not vary 1/10 of 1%.

Above car No. 28121 arrived in Chicago Mar. 5th, was inspected No. 4 Yellow and on appeal inspection was sustained, the moisture test being reported by the inspection department to be 24 4/10%. The corn left our station Mar. 2d and was 3 days in transit, and in regard to other condition in every way, outside of moisture, it was practically No. 2 corn. It was of the variety known as Reed's Yellow Dent, well cleaned and no rotten grains apparent in it.

Those who read this may draw their own conclusions as to the shippers receiving justice from the hands of the Inspection Department of Chicago.

We certainly do not wish to suggest any reason of unfairness in the destination inspection. There is very little motive for an inspector to disqualify the moisture test as a method of inspection, unless such a method would have a tendency to make inspection mechanical and lower the value of the inspector's service, which we think is a little far fetched.

However, if the moisture test could be made reliable, it would be one of the greatest things for the grain business that could be established. This is obvious to all those interested in the grain business.

This matter should be taken up and investigated thoroly to find out where the fault lies in the different tests; whether it is the method or the man.

If it can be established that corn accumulates moisture, like a sponge, after it is shelled, of course the moisture test is not reliable. If corn tests, say 19% when loaded into the car, the car closed up and shipped to its destination, it does not look reasonable that this corn should accumulate more moisture than it originally contained, as it has no way of collecting it. This really looks impossible and ridiculous.

We hope the investigation started by the State Association will have good results, but the writer hopes the discrepancy in the method or system of the moisture test will be found and that it will be established on a firm and reliable basis.—Geo. W. Cole, Bushnell, Ill.

## CRITICISES SIOUX CITY INSPECTION.

*Grain Dealers Journal:* We consider Sioux City inspection of corn very hard and discount on off grades very heavy.

We had two cars of corn that Chicago graded on sealed sample No. 4 yellow, moisture 19.70 per cent. Sioux City grade was no grade, discount 8c per bu. This was on Feb. 26. They had no moisture test.

This we consider robbery and think it will work strongly against the Sioux City market.—Farmers Co-op. Grn. Co., per W. P. Manning, mgr., Fairview, S. D.

## Cars Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

C. P. & St. L. 20554 passed thru Odell, Ill., Mar. 9, leaking at grain door.—L. G. Vincent.

B. & O. S. W. 78498, loaded with yellow corn, passed thru North Vernon, Ind., Mar. 7, north bound, leaking badly at side door.—Eberts & Bro.

Cotton Belt 15360 loaded with white corn, passed thru Wheatland, Ind., east on B. & O., Mar. 5, leaking badly at end.—Walker & Chambers.

Empire Line 61986 passed thru Britt, Ia., east bound, Mar. 5, leaking corn on side at two places; very bad leaks.—C. E. Buzick.

C. & N. W. 7635, loaded with barley, standing on sidetrack at Bradgate, Ia., March 4, sprung a leak at doorpost; about one-half bu. barley ran out; stopped leak and nailed up car.—J. Logan, agt. Wells-Hord Grn. Co.

C. R. I. & P. 51464, south bound, passed thru Greene, Ia., Mar. 3, leaking wheat badly at draw bar.—J. E. Miller.

C., B. & Q. 33492 passed thru Odell, Neb., Mar. 1, leaking wheat at side.—A. O. Burket, mgr. Odell Farmers Eltr. Co.

I. C. 37748 passed thru Elwin, Ill., south-bound, Mar. 1, white oats leaking out side door.—G. S. Connard & Co.

I. C. G. N., 3922, loaded with wheat, passed thru Howe, Tex., Feb. 28, going south on train No. 24; leaking at side door.—J. A. Hughes, mgr. Howe Grain & Mer. Co.

A. T. & S. F. 18164 passed thru Howe, Tex., north bound, Feb. 25, leaking wheat at side door.—The Howe Grn. & Merc. Co., J. A. Hughes, mgr.

C. & O. 9933 passed thru Swayne, Kan., Feb. 27, east bound, leaking wheat at corner of car, a board was loose, drove 8 nails into it, but corner was bad underneath; car was in wreck some time ago.—A. F. Sandow, mgr. Sandow & Son, Dillon, Kan.

Big Four 3893 passed thru Hinton, Ia., Feb. 23, leaking corn at side door badly.—W. H. Glover, agt. Thorpe Eltr. Co.

S. P. 32251 passed thru Howe, Tex., Feb. 21, south bound, leaking wheat at one end and on side.—Howe Grn. & Merc. Co., J. A. Hughes, mgr.

C., M. & St. P. 32014 stood on side track at Eden, Ill., 6 days loaded with corn, doors open; could not tell whether it had been broken into or agt. had forgotten to seal.—C. F. Holt.

I. C. 42818 passed thru Primghar, Ia., Feb. 12 leaking corn badly at grain door.—J. H. Knox, mgr. Thos. Patton.

Mo. Pac. 15049, east bound, passed thru Oakville, Ia., Feb. 8 leaking mixed corn at sheathing; opening had been stuffed with waste.—Farmers Grn. Co., W. A. Pegram, mgr.

C. & N. W. 85240, loaded with white corn, set out at Pana, Ill., Feb. 2, leaking at king bolt; think it will be repaired in Pana yards.—James F. Umpleby, Pana, Ill.

C. & O. 21672 passed thru Westport, Ind., Feb. 1 leaking wheat at drawbar; train did not stop.—F. S. Tyner, Tyner Grn. Co.

## Moisture Test Machines Are Accurate.

"Recent complaints against the moisture test machines, I find, are unwarranted," said Chief Grain Sampler Robert Kettles, of the Chicago Board of Trade, a few days ago.

"In order to assure myself of the accuracy of the machines I have recently made tests in triplicate of the same samples and have found them to vary only in slight degree. Furthermore, samples were submitted to the government testing department with the result that the original tests made by me were verified by the federal test. The machines are thoroly satisfactory and accurate."



## Elevation Allowances Upheld by U. S. Circuit Court

On Mar. 3 the U. S. Circuit Court at Kansas City decided in favor of F. H. Peavey & Co. in their suit against the Interstate Commerce Commission to retain the elevation allowance.

The grain exchanges of Kansas City, Omaha, St. Joseph, and Atchison also appeared as complainants and four railroad companies appeared as intervenors.

F. C. Dillard and Edson Rich argued the case for the Union Pacific R. R. Co.

The court held that parties injuriously affected by orders of the Commission may institute suits to enjoin or annul such orders. That the courts may relieve from orders which are beyond the delegated power of the Commission. That orders prohibiting the payment of allowances for elevation or transfer in transit are beyond the power of the Commission.

Judge Sanborn wrote the decision, which was concurred in by Judges Hook and Adams, and follows in full:

Has the Interstate Commerce Commission the power to prohibit railroad companies from paying to the owners and lessees of elevators all compensation for the elevation of grain in transit?

Until June 29, 1908, repeated decisions of the Commission and the practice of carriers and shippers had been consonant with a negative answer to this question. In the Matter of Allowances to Elevators by the Union Pacific R. R. Co. (June 25, 1904) 10 I. C. C. R. 309, 324, 325, 326; Re Hearing on Petition of C. & G. W. Ry. Co. and others, (Apr. 9, 1907) 12 I. C. C. R. 85, 89; City Council of Atchison v. M. P. R. Co., (Apr. 23, 1907) 12 I. C. C. R. 112, 114; Consolidated Forwarding Company v. So. Pac. Co., (April 19, 1902) 9 I. C. C. R. 182, 206; American National Livestock Assn. & Cattle Raising Assn. of Texas v. Tex. Pac. Ry. Co., (March 7, 1907) 12 I. C. C. R. 32, 36; Central Yellow Pine Assn. v. Vicksburg, Shreveport & Pacific Ry. Co., (March 19, 1904) 10 I. C. C. R. 193, 211, 213; In the Matter of Unlawful Rates and Practices in the Transportation of Cotton by the Kansas City, Memphis & Birmingham R. R. Co. 8 I. C. C. R. 121, 136, 139, 140; Merchants Cotton Press & Storage Co. v. Interstate Commerce Commission (June 24, 1909) 17 I. C. C. R. 78, 99, 101, 103, 105; Kentucky Railroad Commission v. L. & N. R. R. Co., 10 I. C. C. R. 173.

On June 29, 1908, the Commission gave an affirmative answer to the question before us and issued orders which in terms forbade the C., B. & Q. R. R. Co., the Mo. Pac. Ry. Co., the St. L. & San F. R. R. Co., the C., R. I. & P. R. R. Co. and the M., K. & T. R. R. Co., and in effect forbade the Union Pacific R. R. Co., to pay or allow to the owners or lessees of elevators at Omaha, Kansas City, and other cities on the Missouri River, any compensation whatever for the elevation of grain in transit at those points and on Oct. 16, 1908, announced that the principle of the decision upon which these orders are based applies, everywhere and that the Commission expects that it will be universally accepted by carriers throughout the nation. In the Matter of Allowance to Elevators by the U. P. R. R. Co., 14 I. C. C. R. 315; Traffic Bureau Merchants Exchange of St. Louis v. C., B. & Q. R. R. Co., 14 I. C. C. R. 317, 331, 510.

Mindful of the fact that this ruling and these orders were subversive of former decisions and of an approved course of business thereunder in reliance upon which hundreds of thousands of dollars had been invested in elevators and facilities for the transfer of grain, that great grain markets had been established near the producers upon the Missouri River at the termini of railroad systems, and that the parties in interest desired a review of the legal issue presented, the Commission postponed the effective date of the orders until the suits in hand could be brot to final hearing.

A Few General Propositions. It may not be unprofitable before entering upon the discussion of the question at issue to call to mind a few general propositions of law, the general situation of the parties, the business

and the transportation out of which this issue arises.

Every railroad company has the right to insist that its cars shall be unloaded at the termini of its railroad and that their contents destined to points beyond shall be loaded into cars or other vehicles of the connecting carriers. Elevation and weighing in the elevator are indispensable means of the transfer of grain from the cars of one carrier to those of another under the existing conditions and methods of transportation through our large cities. There is neither time nor space nor labor for the shovel or any other method of transfer, or for weighing in the car or any other method of weighing. The operators of elevators weigh and certify to the weight of grain as it passes through their elevators or it is weighed in the elevators and its weight is certified by some official of the State or of some grain exchange or other association, and these certificates are accepted as conclusive evidence by carriers, shippers and dealers alike. Elevation consists of the unloading of grain from cars or vessels into elevators and the loading of the grain out again into cars or into other vehicles. As elevation is indispensable to weighing in the elevator, if the prohibition of compensation for elevation in transit shall prevent the elevation of the grain at the Missouri River it will also prevent the weighing there so that the inhibition at issue in these cases really involves transportation services both in elevation and in weighing in transit.

"All services in connection with the \* \* \* elevation \* \* \* of the property transported" are transportation. Act of June 29, 1906, to amend Interstate Commerce Act, Statutes at Large, pages 584, 586, Secs. 1 and 2. Railroad companies are required to furnish these services upon request, Sec. 1; to state separately in their schedules their charges therefor, (Sec. 6 as amended, page 586) and if such services are rendered by the owner of the property transported the charge and allowance therefor may not be more than is just and reasonable (Sec. 15 as amended, page 590). The allowance for the elevation of grain here in question was three-fourths of a cent per hundred pounds, it was separately stated in the schedules of the carriers and was allowed only upon grain received into the elevators from cars coming from the west which was shipped out of the elevators into cars bound east, north and south. The same services in elevation were offered to all shippers and the same allowance was made to all operators of elevators whether they were or were not the owners of the grain transported.

More than 90%, nearly all of the grain brot to the Missouri River, passes on to destinations east, north and south. This grain takes the local rate from points west of the Missouri River to the River and from the Missouri River to the Mississippi River and to points beyond it takes the proportional rate which is less than the local rate upon a certificate that it has come from points west of the Missouri River.

In 1907, 209,728,650 bus. of grain were handled in and out of Omaha, Kansas City, Atchison and St. Joseph. Since Jan. 1, 1904, more than three million dollars have been invested in elevators in those cities for the purpose of handling this grain.

The U. P. R. R. Co. has railroads extending into and through the grain fields of Kansas and Nebraska, and its eastern termini are at Kansas City and Council Bluffs, which for the purpose of this opinion are included in the general term "Omaha." The greater volume of the grain moves from the fields in Kansas and Nebraska each year to the Missouri River in a few months in the autumn and winter. The portion of that grain which a railroad company can haul depends upon the number of box cars it can use for this purpose during this small portion of the year. The Union Pacific Co. has the short haul. It is in competition with companies that have railroads from these grain fields through Missouri River points to and beyond the Mississippi River. They can carry this grain profitably on their own cars and rails east as well as west of the Missouri River without elevation, but it is requisite to the profitable use by the Union Pacific Company of its equipment that the grain be elevated out of its cars at the Missouri River and that the cars be sent back west for new loads promptly. If it permits these cars to pass on east over connecting lines they will be absent when their use upon

its railroads is most needed and is most profitable, it will lose a large share of the traffic in this grain and of the revenue which it could earn by the use of its cars upon its own tracks. Thus the elevation of the grain at Omaha and Kansas City is necessary to the reasonable competition and participation of the Union Pacific Company in this transportation.

The Chicago Great Western R. R. Co. and other companies, whose western termini are Missouri River points, are in a like situation. The elevation of the grain at those cities is equally indispensable to their participation in this traffic. They can get no grain into their cars at Omaha and Kansas City unless it is first taken out of the cars which bring it from the west to the river.

On the other hand, carriers that have railroads from the grain fields of Nebraska and Kansas through the Missouri River cities to the north, east and south are interested to prevent elevation at the river, because the companies whose railroads terminate there cannot compete with them successfully in the absence of this facile means of transfer of the grain from the cars of the company west of the river to those of the company east of it.

But perhaps the parties most deeply interested in the issue before us are the owners, lessees and operators of the elevators at the Missouri River cities and at all other cities in the nation where great terminal elevators have been constructed. For years carriers have used these elevators and have paid their owners and lessees for the transfer of the grain through them and the latter have invested large amounts of money in the construction of these buildings and in the establishment of markets near the grain fields that may be seriously affected if this practice is declared to be unlawful and is henceforth prohibited.

In 1899, the Union Pacific Company mindful of the necessity of unloading its cars of grain at the eastern termini of its roads and of promptly returning them westerly for new loads, requested Mr. Frank H. Peavey to construct and operate an elevator for this purpose at Council Bluffs. He consented and made a contract with the Company to build and operate an elevator with a capacity of 1,000,000 bus., and to unload, store for 48 hours and reload grain to the capacity of his elevator for the U. P. Co., and that Company contracted to pay him not exceeding one and one-fourth cents per hundred pounds for the first ten years and one cent per hundred pounds for the second ten years for this service. He built an elevator of the capacity specified in the year 1899, at an expense of \$200,000 in reliance upon this contract and this elevator has ever since been operated thereunder by reason of this agreement. Mr. Peavey assigned his contract to the complainant, Omaha Elevator Co., a corporation, and an average of over 6,000,000 bus. of grain passes through the elevator annually. Another elevator now owned and operated by the complainant, The Midland Elevator Co., through which an average of more than 2,500,000 bus. of grain passes annually, was built and is operated at Kansas City, under a like contract. The complainant, F. H. Peavey & Co., is a corporation. It owns nearly all the stock of the two elevator companies and henceforth the contracts, the elevators and their rights and interests will be treated as those of Peavey & Co. Peavey & Co. owns many country elevators on the railroads of the Union Pacific Co. and is a purchaser and shipper of most of the grain which passes through its terminal elevators.

On June 25, 1904, after an investigation of these contracts and of the practice of the Union Pacific Co. to allow Peavey & Co. one and one-fourth cents per hundred pounds for the elevation of its own grain, as well as that of others, and after consideration of the contentions then made that this allowance gave it opportunities to violate the prohibition of rebates (10 I. C. C. R., 320) that it secured thereby the commercial advantages of treating the grain, that is of cleaning, clipping, inspecting, mixing and grading it during its elevation which shippers who had no terminal elevators did not receive (325) the Commission held that the contracts were made in good faith, that the allowance was reasonable and that no requirement of the law had been disregarded in their making or their performance. (321, 326.)

On April 9, 1907, after a rehearing on the petition of the Chicago Great Western Railway Co. and others, the Commission held that an allowance to the owner of an elevator of more than the cost of elevation for the service of elevating his own grain wrought a preference and a rebate,



that three-fourths of a cent per hundred pounds was not in excess of the cost of elevation and would return no profit to Peavey & Co., and it ordered the allowance made to it by the Union Pacific Co. reduced to that amount (12 I. C. C. R. 85). In all other respects the Commission adhered to and reaffirmed its former ruling. It held that elevation is a facility which a carrier may provide for the benefit of shippers if it finds it to its interest so to do, that this facility must be open to all on equal and reasonable terms, that a railroad company may construct elevators itself or make an arrangement with the owner of an elevator to furnish elevation facilities (87) and that the Commission has no power under the Acts of Congress to forbid a railroad company from contracting with an owner of an elevator, who is also a shipper, for such facilities, but that its authority extends to such regulation and control of the relations between them as will protect the rights of others and enforce the observance of the law (89).

The Union Pacific Co. in 1906, extended to all elevators at Omaha and Kansas City the allowance it made to Peavey & Co. Its official published schedules have provided since June 27, 1906, that "to expedite the movement and to secure the prompt release and return of equipment an allowance of 1½ cents prior to June 1, 1907, and ¾ of a cent (since that date) per hundred pounds will be made by the Union Pacific Co. to the elevators performing the service on grain in carloads transferred by the elevators at South Omaha, Omaha, Council Bluffs and Kansas City, subject to the following conditions," (1) all grain must originate west of these cities upon the railroads of and be transported to these cities by the Union Pacific Co., (2) the allowance will be made on grain which moves to points beyond Council Bluffs or Kansas City only, (3) no allowance will be made when more than 48 hours elapse between the time of delivery of loads by the Union Pacific Co. to the elevator or connecting lines and the release and return of the empty cars to the Union Pacific Railroad. It will be noticed that the schedules and practice of the Company offered this allowance to all elevators at the eastern termini, and this elevation to all shippers whose grain went beyond its termini for the same rate of compensation whether they were owners of elevators or not, and that it made this offer to induce the prompt return of its cars to the western grain fields.

On June 29, 1908, upon a second rehearing, the Commission held that any allowance to Peavey & Co. for the elevation of the grain which it shipped through its terminal elevators was an undue preference and therefore unlawful, because by the use of these elevators it secured at the same time with the elevation the commercial advantages of cleaning, clipping, inspecting, mixing and grading the grain, which were no part of transportation (14 I. C. C. R. 315, 316). It accordingly ordered that the Union Pacific Co. cease "from paying any allowance to Peavey & Co. on grain belonging to them, or in which they have any direct or indirect ownership or interest, that has been mixed, treated, weighed, or inspected in any of their said elevators at Kansas City and Council Bluffs."

Under this order it will be seen that Peavey & Co. may collect the allowance for the elevation of its grain from the Union Pacific Co. on condition that it uses its terminal elevators for the purpose of elevating this grain alone. It may treat its grain at other elevators, then ship it through Omaha and Kansas City, elevate it there and receive the allowance for elevation on condition that it does not again treat it there. Peavey & Co. and its Elevator Companies have continued to elevate the grain which they shipped through the termini of the Union Pacific Co. and to return the empty cars in accordance with their contracts and the schedules of the Union Pacific Co., but the latter corporation has refused to allow or to pay them anything for these services which have been rendered since the last order of the Commission, and the complainants have brot and prosecuted their suit to enjoin the enforcement of this order and to recover of the Union Pacific Co. compensation for this elevation.

Late in the year 1907, the Traffic Bureau, a department of the Merchants' Exchange of St. Louis, an association operating under the laws of Missouri, to promote the commercial interests of that city, filed petitions against C. E. & Q. Railroad Co., M. Pac. Ry. Co., St. L. & San F. R. Co. and M. K. & T. Railway Co., corporations which own through lines of railroad from the grain fields of Kansas and

Nebraska to points east of the Missouri River and which were interested to prevent elevation of grain at Missouri River points but were making the same allowance for elevation there that were made by the Union Pacific Co. in order to meet the latter's competition, and prayed that the Commission would abolish this allowance for elevation and on June 29, 1908, the same day that it made the order in the case of the Union Pacific Co., the Commission ordered these Railroad Companies to abstain "from giving or paying three-fourths of a cent per hundred pounds, or any other sum, as an allowance or compensation for service rendered in the elevation of grain at Kansas City, Mo., and other Missouri River points." (14 I. C. C. R. 317, 331).

Parties who represented the complainants in the second case under consideration applied to the Commission to grant them a hearing, but this was denied them, and the Commission said, "A cardinal consideration in our conclusion was the belief that in no way could discrimination and preference be prevented except by a complete prohibition of these payments and privileges. The principle of our decision applies everywhere. We expect that the decision will be universally accepted." (14 I. C. C. R. 510). The Interstate Commerce Act authorizes incorporated boards of trade of cities and associations of like character to apply to the Commission for relief, 24 Stat. 383, Sec. 13, and such corporations and members representing such associations may likewise apply to the court for relief from injuries unlawfully inflicted by the Commission.

Thereupon Harry J. Diefenbaugh, Edmund D. Bigelow and Charles W. Lonsdale, the President, Secretary and Chairman, respectively, of the Transportation Committee of, and who were authorized to represent the Board of Trade of Kansas City, which is an association of 200 members consisting of operators of grain elevators, millers and dealers in grain who handled a total of 11,334,050 bus. of grain of the value of \$70,739,930.00 in the year 1907, the Omaha Grain Exchange, a corporation whose members are engaged in the same business and interested in this order in the same way at Omaha, the St. Joseph Board of Trade, a corporation, and certain individuals representing the Atchison Board of Trade, exhibited their bill against the Commission wherein they set forth the material facts which have been recited, alleged that this order of the Commission was violative of the Constitution, beyond the powers of the Commission and that its enforcement would depreciate the value of their elevators and their investments in these and other facilities for the transfer, purchase and sale of grain in their cities by depriving them of compensation for its transfer, would draw away from their cities to eastern, northern and southern marts a large volume of their grain business and would tend to diminish the grain markets in their cities to their irreparable injury, and prayed for equitable relief. The Commission demurred to this bill and the argument on the demurrer was submitted at the final hearing of these cases.

At this final hearing a motion was made by the C. M. & St. P. Ry. Co., the Wabash R. Co., the C. G. W. R. Co. and the C. & A. R. Co. for leave to file intervening petitions in this Diefenbaugh case, and this motion was submitted for decision. The petitions of these companies show that they own railroads whose western termini are at the Missouri River cities, that if they are denied the right to provide for the transfer and weighing of grain by making compensation therefor to the operators of elevators at these cities their railroad terminals and the elevators there, some of which are owned by one of these companies, will be greatly depreciated in value, the shippers and producers of grain on lines of railway which have their east-east, north and south of that river, will in the shipment of their grain to points east, north and south of that River, will be compelled to pay large sums of money for transferring and weighing their grain at the river while producers and shippers of grain located on lines of railroad extending through those cities to the east, north and south will incur no such expense and will thus secure an undue preference, that the volume of grain which under the present allowance passes over the petitioners' lines of railroad will be diverted from their railroad to the through lines and from the markets at the Missouri River cities to eastern, northern and southern cities, and that a similar depreciation of the values of terminal and elevator property and business and like diversion of grain and the traffic therein from established grain markets in the re-

gion between the Allegheny mountains and the Missouri River will be affected if the prohibitive order of the Commission is put into operation through the nation, and they ask that the prayer of the complainants in the Diefenbaugh case be granted.

The demurrer to the bill of Diefenbaugh and his associates presents two objections, that the complainants were not parties to the proceeding before the Commission upon which the order challenged is based, and that there is no equity in the bill. But this is a controversy between competitors in transportation and in trade, between the Traffic Bureau of St. Louis and the owners of the lines of railroad which extend from the grain fields of Kansas and Nebraska through the Missouri River cities upon one side and the Boards of Trade, the owners of elevators and dealers of grain in the Missouri River cities and the Railroad Companies whose termini are at those cities on the other. The former are interested in opposition to the transfer of grain at those cities and to any allowance therefor, the latter are interested to promote the transfer of grain in those cities and to secure an allowance therefor. One of the parties opposed to this transfer upon notice to other parties who are equally opposed to it and without any notice to any party in favor of it has procured this final order of the Commission which prohibits the Railroad Companies from making any allowance for the elevation, necessarily deteriorates the value of the property, diminishes the volume and the profit of the business, strikes down profitable contracts and destroys the right of parties in favor of the transfer to make such contracts. These parties have no remedy at law. Are they deprived of the right to equitable relief because those opposed to them did not cause them to be made parties to the proceeding or to be notified of the hearing before the Commission upon which this order is founded? If so, parties may easily deprive those injuriously affected by such orders of all relief by making, as in this case, those having a like interest, parties to the proceeding and excluding those who are interested in opposition to their interest. In such a case none of the parties to the proceeding may successfully maintain a suit to challenge the order because none of their interests are irreparably or at all injured, and if those whose interests are injuriously affected may not assail it, the order is impracticable.

This cannot be the true rule of right or of practice. A careful search of the Interstate Commerce Act discloses no limitation of the parties who may maintain suits to enjoin, set aside, annul or suspend an order of the Commission to those who were parties to the proceeding before it upon which the order was based. The proceeding in the court is not an appeal, it is a plenary suit in equity. "The jurisdiction to hear and determine such suits" is vested in the Circuit Courts. Sec. 16, as amended, 34 Stat. 592. The determination of the question what parties may maintain such suits is left by the Interstate Commerce Act to the general rules and practice in equity and under them any party whose rights of property are in danger of irreparable injury from an unauthorized order of the Commission may appeal to a federal court of equity for relief. Such an order issued without notice to the parties injuriously affected and without opportunity to them to present meritorious defenses is not more conclusive than a judgment of a court, and Chief Justice Marshall declared in *Marine Insurance Co. v. Hodgson*, 7 Cranch 332, 336, that: "Any fact which clearly proves it to be against conscience to execute a judgment, and of which the injured party could not have availed himself in a court of law, and of which he might have availed himself at law, but was prevented by fraud or accident, unmixed with any fault or negligence in himself or his agents, will justify an application to a court of chancery." *Hendrickson v. Hinckley*, 17 How. 442, 444; *Hungerford v. Sigerson*, 20 How. 156, 161; *Gaines v. Fuentes*, 92 U. S. 10, 22; *Barrow v. Hunton*, 99 U. S. 80, 85; *Johnson v. Waters*, 111 U. S. 640, 667; *Armstrong v. Gleason*, 129 U. S. 86, 97, 98; *Marshall v. Holmes*, 141 U. S. 589, 596; *National Surety Co. v. State Bank*, 120 Fed. 593, 598, 56 C. C. A. 657, 662.

The complainants in the Diefenbaugh case are entitled to challenge the order of the Commission in this court, the allegations in their bill that this order was beyond the power of the Commission and will irreparably injure their property and their business present good ground for equitable relief and the demurrer of the Commission must be overruled. For the same reasons the petitions of the Railroad



Companies that seek to intervene present substantial equities and their motion for leave to file them and to become parties to this suit must be granted.

The Interstate Commerce Commission is an administrative tribunal and the wisdom and expediency of the lawful exercise of the discretion delegated to it under the Constitution and the statutes is not reviewable by the courts. But the power is vested in and the duty is imposed upon the Circuit Courts to relieve from orders of the Commission which deprive complainants of their property without due process of law or take it without just compensation in violation of the fifth amendment to the Constitution, from orders which are beyond the limits of the power delegated by the Acts of Congress to the Commission and from orders which tho in form within its delegated power evidence so unreasonable an exercise of it that they are in substance beyond it. *I. C. C. v. Ill. Cen. Rd. Co.*, Supreme Court, Jan. 10, 1910; *Stickney v. Interstate Commerce Commission*, Sup. Ct., Nov. 29, 1909, 164, 638, 644; *M. K. & T. Ry. Co. v. Commission*, 161 Fed. 645, 648.

Laying aside the question of the constitutionality of the orders challenged in these cases, let us consider this question:

Has the Commission been empowered to prohibit allowances and payments of compensation for the transfer by elevators of grain in transit? The statutes under which the Commission acts require the rates for transportation, and hence for the elevation of grain in transit, to be just and reasonable. Elevation is a part of transportation which the law requires the carriers to provide and for which it authorizes them to pay others reasonable compensation. The three-fourths of a cent per hundred pounds which the carriers now pay for this service at the Missouri River cities is a just and reasonable compensation for it. Whence comes the power of the Commission to forbid this payment? From the facts, says the Commission, that those who receive this compensation generally own the grain which they transfer and the elevators by means of which they transfer it, that they derive pecuniary advantages which those who do not own the elevators and also the grain transferred do not secure by treating, that is, by cleaning, clipping, mixing and grading the grain as it passes through the elevators thereby enhancing its value, and that there is danger that they may use the practice of allowing this compensation to violate the Acts of Congress, to secure rebates and effect unjust discrimination. That, altho other considerations are mentioned in the opinions of some members of the Commission, the facts above stated are the only ones upon which the Commission relied to sustain its authority to make the orders in question, let its opinion upon the motion for another hearing (14 I. C. C. R. 510), and the order in the case of the Union Pacific Co. which permits it to make this allowance to Peavey & Co. on condition that the latter separates its elevation or transfer in transit from its treatment of the grain witness.

But the legal presumption is that parties will obey the law and discharge their duties. Reasonable compensation for transfer services may not be denied lawfully because there is a possibility that those who receive it may at some future time violate the law and secure rebates or effect discrimination. There is no more power in the Commission to forbid carriers from paying or allowing for the elevation and transfer of grain in transit reasonable compensation because there is a possibility that a future violation of the law may arise out of such an allowance than there is to prohibit carriers from charging and receiving reasonable rates for transportation of all property, because there would be less danger of future rebates and discriminations if they were compelled to conduct transportation without compensation.

The treatment of the grain in the elevators, the cleaning, clipping, mixing, inspecting and grading of it is a trade service, it is no part of transportation and is not a transportation service. No power has ever been granted to the Interstate Commerce Commission to regulate, to prohibit, to separate by miles from the service of elevation and transfer in transit or from any other transportation service or to interfere with this trade service. The advantages derived from it are of the same nature as those which the owners of mills enjoy who manufacture into flour in transit the wheat which they own and ship, who saw into lumber in transit the logs which they own and ship, and who dress in transit the rough lumber which they own and ship. They are of the same nature

as those which the owners and shippers of cotton who practically own the compresses derive from compressing the cotton in transit, and yet in all these cases the carriers maintain and the Commission sustains the same rates of transportation for the shippers who own the mills, the compresses, and the articles transported and the shippers who own none of these facilities of trade and derive none of the advantages thereof. See the authorities cited at the opening of this opinion. They are of the same nature as those which the owners of cars leased to a railroad company who are shippers of the articles transported therein may derive from that ownership. *Consolidated Forwarding Co. v. Southern Railway Co.*, 9 I. C. C. R. 182, 206e.

It is no part of the duty, nor is it within the power of the Commission, to see that all shippers of like commodities derive the same measure of profit from their trade in and treatment of the articles which they ship, to see that a shipper who owns a warehouse, an industrial track and private cars derives no greater profit from dealing in the groceries or other articles he ships than a shipper who has none of these facilities, to see that a shipper of coal who owns a tippie from which he loads it gains no greater profit from the handling of his coal than one who loads it from a wagon. *Harp v. Choctaw, Oklahoma & Gulf R. Co.*, 125 Fed. 445. Pecuniary advantages derived by shippers from the ownership or use of such facilities of trade are attributable to that ownership and not to the transportation of the articles shipped and the consideration and regulation of these advantages are without the scope of the Commission's power. The truth is that

Trade advantages of this nature do not condition the questions of reasonableness of rates, of rebates, or of discrimination. The shipper who owns warehouses, tipples, spur tracks, cars, mills, and by their use derives greater profit from the dealing in the articles which he ships over a railroad is entitled to the same rate of charge for transportation and the same reasonable compensation for transportation services which he renders that the shipper who owns less or no such trade facilities and derives less profit is entitled to. The reasonableness of and the discrimination by the charge and the compensation is conditioned by the reasonable value of the service, not by the gain or the loss which the shipper derives from the use of the trading facilities he owns in the handling of the articles transported. The pecuniary advantages that result to the owners of elevators, who are also shippers of the grain, from its treatment in their elevators, are derived, not from the transportation of the grain nor from its elevation or transfer in transit through their elevators, but from their ownership or their operative control of the elevators and their use of them in the conduct of their trade. They are therefore ultra vires the Commission and immaterial to the issue whether or not the compensation or allowance to the owners of elevators who are also shippers is reasonable, unjustly discriminatory or violative of the prohibition against rebates, and when these advantages are laid aside this compensation or allowance is neither.

That the Commission is without power to prohibit carriers from paying or allowing to the owners of elevators reasonable compensation for elevating grain in transit which they own and ship is demonstrated by the course of decision and legislation that is crystallized in the amended Interstate Commerce Act. Prior to 1906, that act contained no declaration that elevation or transfer in transit was a part of transportation or that compensation might be charged or allowed therefor. After the Commission had decided in 1904, that the allowance by the Union Pacific Co. of one and one-fourth cents per hundred pounds to Peavey & Co. for the elevation of the grain in transit, the larger portion of which Peavey & Co. owned and shipped, and in the year 1905, the Commission made this report and recommendation to Congress:

"Terminal roads, elevator charges and private cars: There is an important class of cases in which the owner of the property performs a part of the transportation service, where the carrier, by paying such owner an extravagant sum for the service rendered, thereby prefers him to other shippers of like property. This may happen in any case where the shipper is the owner of any of the facilities of transportation or performs any part of the transfer service. Such performance may take the form of an excessive division to a terminal road owned by the shipper, the payment of an excessive elevator charge to the

owner of the grain; the payment of an excessive mileage upon the private car which conveys the property of the owner of the car. Our investigations leave no room for doubt that all these methods are at the present time more or less resorted to for the purpose or with the effect of preferring one shipper to another. It has been suggested that the Congress should prohibit railways from employing any agency or causing any facility in the transportation of property which is furnished by the owner of the property. We hesitate to recommend at this time so drastic a measure as that. Assuming that such a law would be a constitutional exercise of authority, it would seriously interfere with property rights which have grown up under the present system. Moreover, there are many instances in which the services can be rendered or the facility furnished more advantageously both to shipper and railway, and without injury to the public, if provided by the shipper itself. We do think, however, that the Commission should be empowered in a case of this kind to determine whether the allowance to the property owner is just and reasonable compensation for the service rendered and to fix a limit which shall not be exceeded in the payment made therefor. Such a remedy would not be altogether adequate, and any remedy is extremely difficult of application, but nothing better appears to be available."

Thereupon the Congress amended Sec. 1 of the Act so that it provides that transportation shall include "all services in connection with the receipt, delivery, elevation and transfer in transit ventilation, refrigeration, icing, storing, and handling of property transported; and it shall be the duty of every carrier subject to the provisions of this Act, to provide and furnish such transportation upon reasonable request therefor," 34 Stat. 584; Sec. 6, so that it provides that the schedules of rates required of the carriers shall "state separately all terminal charges, storage charges, icing charges and all other charges which the Commission may require, all privileges or facilities granted or allowed," 34 Stat. 586; and Sec. 15, so that it provides, "If the owner of property transported under this Act directly or indirectly renders any service connected with such transportation, or furnishes any instrumentality used therein, the charge and allowance therefor shall be no more than is just and reasonable, and the Commission may, after hearing on a complaint, determine what is a reasonable charge as the maximum to be paid by the carrier or carriers for the service so rendered or for the use of the instrumentality so furnished, and fix the same by appropriate order, which order shall have the same force and effect and be enforced in like manner as the orders above provided for in this section." 34 Stat. 590.

The contract of the Union Pacific Co. with Peavey & Co., the decision of the Commission thereon in 1904, and the report of the Commission in 1905, had informed the Congress, and when these amendments were enacted the members of Congress were aware of the trade advantages which naturally and necessarily resulted to a shipper from the ownership of cars, elevators, industrial tracks, compresses and other facilities by which he transports his own property for a carrier and the danger of discrimination and of rebates from an "excessive division to a terminal road owned by a shipper, the payment of an excessive elevator charge to the owner of the grain and the payment of an excessive mileage upon the private car which conveys the property of the owner of the car," and in the light of all this knowledge it prescribed the remedy and fixed its limit. It is that the charge and allowance to the owner of the elevator, who is also the shipper of the grain, shall be no more than is just and reasonable and the limit of the power of the Commission is to determine what is a reasonable charge as the maximum to be paid by the carrier for the services. Counsel argue that this view ignores the power vested in the Commission to prevent rebates under Sec. 2, and to repress regulations and practices of carriers that are unjustly discriminatory or unduly preferential under Sec. 3 and Sec. 13 of the amended Act. But the permission granted by the Amendment of 1906, to continue the known regulation and practice of allowing reasonable compensation for elevation and transfer in transit to shippers who were also the owners of elevators and the clear limitation in that amendment of the power of the Commission to the determination of the reasonableness of the allowance thus made was, in view of the knowledge of the Congress and of the common knowledge of the pecuniary ad-



vantages derived by such shippers from this practice, a conclusive legislative determination that when the allowances were reasonable neither the fact that the shipper of the grain was the owner of the elevator nor the fact that he enhanced the value of his grain by treating it during the elevation and transfer in transit constituted a rebate, an unjust discrimination, an undue preference or a repressible danger of either. It was not only a clear withholding from the Commission of the power, but an implied and effective prohibition of the Commission to forbid the allowance to such shippers and owners of reasonable compensation for the elevation and transfer in transit of their grain through their elevators.

The allowance here in question was not a rebate because it was not a concession from the published schedules, but an allowance in accordance with them. If it had been discriminatory it would have been because the entire rate of transportation charged by the carrier after this allowance was deducted would have been unduly preferential. But the allowance was only reasonable compensation for the service rendered and the lawful remedy, if such discrimination existed, could not have been to deprive the owner of the elevator of such compensation for the service of transportation it was rendering and thereby of a beneficial use and of a portion of the value of its elevator. In *Interstate Commerce Commission v. Stickney*, Supreme Court, Nov. 29, 1909, 164 Fed. 638, 643, 644, the Supreme Court affirmed an injunction against an order of the Commission which reduced a reasonable terminal charge of \$2.00 per car to \$1.00 per car on the ground that the rate of the carrier plus the terminal charge was in its opinion unreasonably high and held that the Commission's remedy was to reduce the carrier's rate and that it was beyond its power to reduce the terminal charge below reasonable compensation for the service. By the same mark it was beyond the power of the Commission to prohibit the allowance or payment to the owners and operators of elevators of reasonable compensation for elevation because the carriers' rate together with that payment or allowance was discriminatory. The result is that the orders in these cases were beyond the power of the Commission and that they cannot be sustained.

Counsel have presented arguments upon which the orders of the Commission and its announcement that the principle upon which they are founded will result in universal prohibition of payment to owners and operators of elevators throughout the land of any compensation for elevation obviously do not rest. But these arguments have also been carefully considered.

It is said that the grain upon which the allowance is made is not elevated or transferred in transit because it is shipped from points of origin in Kansas and Nebraska to the Missouri River upon local rates and local way-bills. But a proportional rate is the balance of a through rate. There are proportional rates from the Missouri River to the Mississippi River and to points east, north and south which are less than the local rates between those points and this grain which comes from points west of the Missouri River takes, not the local, but these proportional rates, east of the river upon the certificates or expense bills of the companies west of the river which show whence it came. Ninety per cent of the grain which comes to the Missouri River points passes through them to points east, north and south. The schedules of the carriers and their practice limit this elevator allowance or payment to grain coming into the elevators from the west which is actually loaded out into cars sent north, south or east, and this service of unloading grain out of cars which have brot it from the west and loading it into cars which carry it to points east, north and south is elevation and transfer in transit within the meaning of the amended Interstate Commerce Act.

The rate of transportation from points west of the Missouri River through the cities upon that River to St. Louis and other eastern points is the same to all shippers? All shippers are offered the option of sending their grain through these cities with or without elevation for the same price. The railroad company pays out of the amount it receives from this uniform rate three-fourths of a cent per hundred pounds to the elevator man at the River for the elevation of that part of the transported grain which is elevated in transit there in consideration of a prompt return and full use of its cars: It is insisted that this constitutes a rebate and an unjust discrimination because the net amount retained by the carriage is

three-fourths of a cent less on grain elevated than on that which is not elevated and because the shipper who elevates his grain receives a service that he who does not elevate it fails to obtain. But this is not a rebate because there is no concession from the published rate here, but an allowance in accordance with that rate, Sec. 2, and because the same service of elevation is offered to all shippers at the same price, and they are all able to accept it, and there is neither rebate nor unjust discrimination where such an offer is made, altho some accept and others reject its advantages. *Nicolson v. G. W. R. Co.*, 1 Nev. McN. 121, 123, 149.

Much is said in argument of discrimination and preference. While general expressions may be found in the opinions of the courts to the effect that there must be no difference in charges not based on difference in service and that the Interstate Commerce Act passed to secure equality of rates and to destroy favoritism, *N. Y. N. H. & H. R. R. Co. v. Interstate Commerce Commission*, 200 U. S. 361, the legal effect of the act is that declared by Judge Jackson, afterwards Mr. Justice Jackson of the Supreme Court, in *Interstate Commerce Commission v. B. & O. R. R. Co.*, 43 Fed. 37, in these words, which have been three times affirmed and adopted by the Supreme Court as the true interpretation of the law:

"Subject to the two leading prohibitions that their charges shall not be unjust or unreasonable, and that they shall not unjustly discriminate, so as to give undue preference or disadvantage to persons or traffic similarly circumstanced, the act to regulate commerce leaves common carriers as they were at the common law, free to make special contracts looking to the increase of their business, to classify their traffic, to adjust and apportion their rates so as to meet the necessities of commerce, and generally to manage their important interests upon the same principles which are regarded as sound, and adopted in other trades and pursuits."

*Interstate Commerce Commission v. C. N. O. & T. P. Ry. Co.*, 167 U. S. 479, 493; *C. N. O. & T. P. Ry. Co. v. Interstate Commerce Commission*, 162 U. S. 184, 196, 197; *Interstate Commerce Commission v. B. & O. R. R. Co.*, 145 U. S. 263; *Interstate Commerce Commission v. Ala. Mid. Ry. Co.*, 168 U. S. 144, 173. The act does not prohibit all preference or advantages, or the production of all prejudices and disadvantages, but only those that are undue and unreasonable. Sec. 3, 24 Stat. 380; Sec. 15, 34 Stat. 589.

It is contended that the allowance of the three-fourths of a cent to the owners of terminal elevators for elevation at the River constitutes a discrimination against the owners of elevators at St. Louis and points east and west of the River to whom no such allowance is made and who cannot treat the grain during this elevation in transit. But to the companies whose termini are at the Missouri River elevation in transit there is a commercial necessity for which they have a right to pay in order that they may secure their share of the transportation and the full use of their cars. For this service they pay three-fourths of a cent per hundred pounds. The owners of elevators at other places cannot render this service and cannot treat this grain at these points, but they may do both and receive the compensation and benefit thereof by constructing elevators at the termini of the railroads at the Missouri River as those have done who do receive these benefits. The difference in allowance and in advantage is the just result of a difference in location and in the natural advantages of terminal elevators and cities upon the Missouri River and it constitutes neither unjust discrimination nor undue prejudice. The *Union Pacific Co.* and the *Chicago Great Western Co.*, which have no railroads at St. Louis, certainly cannot be required to give to the owners of elevators and dealers in grain there the same advantages which they bring to those at the termini of their railroads. The Supreme Court, after a review of authorities, said: "In short, the substance of all these decisions is that railways are only bound to give the same terms to all persons alike under the same conditions and circumstances, and that any fact which produces an inequality of conditions and a change of circumstances justifies an inequality of charge." *Interstate Commerce Commission v. B. & O. R. R. Co.*, 145 U. S. 263, 283; *Harp v. Choctaw, Okla. & G. R. Co.*, 118 Fed. 169, 175, 125 Fed. 445, 450, 453.

Railroad companies carrying wheat out of St. Louis allow for elevation at that city three-fourths of a cent per hundred pounds on grain shipped out to the South

and to the Southeast, and one-fourth of a cent per hundred pounds on grain shipped out to the east, but they allow and pay nothing for elevation upon grain shipped into St. Louis from the west. Complaint is made that the payment by the carriers of three-fourths of a cent per hundred pounds for elevation at Omaha and Kansas City works a discrimination between the dealer in grain who owns an elevator at St. Louis and the dealer who owns one at Omaha in this, that if the former purchase grain west of the Missouri River, ships it through Omaha to his elevator at St. Louis and then out to some eastern point it costs him three-fourths of a cent per hundred pounds more at that point than it would cost the dealer at Omaha who had passed the grain through his elevator. The answer is that the two dealers are not similarly situated. The *Union Pacific Co.* and the *Chicago Great Western Co.* neither reach St. Louis nor have their termini there. Their need for elevation in transit and their competition for transportation which constitute a controlling factor at Omaha and Kansas City do not exist at St. Louis and that city is many hundred miles farther distant from the grain fields. These facts extract from this difference every element of unjust discrimination or undue prejudice. *East Tenn., V. & G. Ry. Co. v. Interstate Commerce Commission*, 181 U. S. 1, 12; *Interstate Commerce Commission v. Ala. Mid. R. R. Co.*, 168 U. S. 144, 171, 175; *L. & N. R. R. Co. v. Behlmer*, 175 U. S. 648, 671, 674.

The allowance for elevation at the Missouri River points has not been made to millers who own elevators and are engaged in milling in transit there and it is said that from this fact arises a discrimination in favor of millers at St. Louis who own elevators at Omaha or Kansas City and pass their grain through them. There is no discrimination here in favor of millers in St. Louis who have no ownership or operative control of an elevator at one of the Missouri River cities. There is no evidence that there is any miller in St. Louis who has such an ownership or control and this suggested discrimination is too theoretical and improbable to persuade. If, however, it exists, the remedy is to grant reparation to the millers who elevate their grain in transit in accordance with the schedules of the carriers at the Missouri River points, as the Commission has done in the cases of the operators of other elevators there, *Nebraska Iowa Grain Co. v. U. P. R. R. Co.* (Jan. 6, 1909, 15 I. C. C. R. 90), not to forbid all compensation for elevation in transit.

This brief review of the suggestions of counsel in support of the action of the Commission discloses no rebate, no unjust discrimination, no undue prejudice, nothing that may bring the sweeping orders before us within the delegated powers of that body. On the other hand, the enforcement of these orders cannot fail to cause great losses and to entail much discrimination. It will strike down the practice of a decade in reliance upon which elevators have been built, terminal grounds in large cities have been bot and equipped, contracts have been made, business and markets have grown up and business relations have been established, if the carriers whose roads terminate at the Missouri River cities may not pay for this elevation in transit they must furnish it themselves free or the producers and consumers whose grain passes over their roads must ultimately bear the expense of it. If they furnish it free, or if they construct elevators and charge a reasonable compensation for it, the owners of the terminal elevators at the River must lose the use which in large part induced their construction and must lose a portion of their value. If the carriers charge for it, producers and consumers of grain, which on account of its origin must pass, or for other reasons does pass, over their railroads, must bear this charge, while those whose grain may pass over the through roads may be free from it, and this fact will necessarily have the effect to divert grain and the business in it from the Missouri River cities and to diminish the value of all investments therein in facilities for conducting it.

While these facts bear upon the wisdom and expediency of the orders they are not unworthy of serious consideration in the determination of the question whether or not the power of the Commission to affect so radically the property rights and interests of the parties to these suits really exists.

The conclusion of the whole matter is that the sweeping orders under consideration were beyond the delegated power of the Commission and for that reason they must be annulled and their enforcement must be enjoined. *Peavey & Co.* pray for a recovery from the *Union Pacific Co.* of



compensation for services rendered by it between Dec. 17, 1906, and Oct., 1908, when the bill in its case was filed in the elevation of grain at Omaha and Kansas City at the agreed rate of one and one-fourth cents per hundred pounds. But on Apr. 9, 1907, the Commission reduced the rate of compensation for these services to three-fourths of a cent per hundred pounds, (12 I. C. C. R. 85, 90). Reasonable compensation for such services includes not only the cost of the services but reasonable reward therefor in addition, but the evidence fails to convince that three-fourths of a cent per hundred pounds then was or now is less than a reasonable compensation for these services. Peavey & Co. may therefore recover of the Union Pacific Co. for elevation services rendered prior to Apr. 9, 1907, at the rate of one and one-fourth cents per hundred pounds and for such services rendered since that date at the rate of three-fourths of a cent per hundred pounds. Let decrees be entered in accordance with the conclusions announced in this opinion.

## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### COLORADO.

Burlington, Colo., Feb. 23.—Large acreage of wheat this year, good stand, 10% of the wheat in farmers' hands.—W. H. Abbott.

Seibert, Colo., Feb. 23.—Winter wheat looking good; acreage is twice as large as last year; good prospect for a large crop of spring wheat.—Walker Glaister.

Stratton, Colo., Feb. 23.—Winter wheat looking good; acreage is 200% compared with last year, 15% of the wheat in farmers' hands.—J. N. Borders, N. H. Fuller & Co.

Flagler, Colo., Feb. 23.—Pretty large crop of wheat sown this year; conditions are good for the planting of spring; acreage of winter wheat is twice as large as last year.—Lavington Price.

Burlington, Colo.—Wheat crop is in fine shape, have had no complaint of damage as yet; 25% more wheat sown than last year; 30% of the wheat in farmers' hands.—P. D. Rogers, Agt. Phillipsburg M. & E. Co.

Arriba, Colo., Feb. 23.—Full wheat crop looking its best, acreage is 5 times as large as last year, practically all the old wheat is in. Prospects are very favorable for a large crop of spring wheat.—G. C. Hill, Arriba Trading Co.

### ILLINOIS.

Virginia, Ill., Feb. 23.—Growing wheat is one-third damaged badly in our territory.—W. C. Hofstetter.

Green Valley, Ill., Feb. 21.—Bulk of 1909 corn crop gone. Wheat very scarce. Growing wheat some damaged.—P. C. Allen, mgr. Farmers Grain & Coal Co.

Wedron, Ill., Mar. 2.—We have considerable winter wheat in this vicinity that looks O. K. at this writing. This station received very little shelled corn this winter, but we have had a fair movement of oats.—George W. Hunt, mgr. Wedron Grain Co.

### INDIANA.

Kingman, Ind., Feb. 21.—Wheat looks a little brown, but the root seems good.—Hiram M. Brown, mgr. Kingman Grain & Mfg. Co.

Tipton, Ind., Jan. 13.—Wheat getting along fine, with a much increased acreage. Corn crop is not moving very rapidly, farmers are holding; ¾ of the oat crop is in farmers' hands.—D. R. Smith.

Fountaintown, Ind., Jan. 14.—Wheat is in good condition, acreage 33% larger than last year. Almost ½ of the corn crop is in farmers' hands for higher prices.—W. H. Dameron, Fountaintown Elev. Co.

Walton, Ind.—Wheat went into the winter good condition, same acreage as last year. Not over half of the corn crop in farmers' hands, majority of the corn we shipped graded No. 3.—Small Bros.

Connersville, Ind.—Wheat looking very good, acreage 10% larger than last year, not over 25% of corn crop in farmers' hands to be marketed, very near all the corn shipped graded No. 3.—Uhl-Sinder Mfg. Co.

Edinburg, Ind., Jan. 15.—Wheat crop looks good so far, acreage is about the same. About 50% of the corn crop in farmers' hands. All of the corn we shipped graded No. 3.—M. Cutsinger.

Peru, Ind.—Wheat crop looking fine, acreage is 25% larger than last year. About 65% of the corn in farmers' hands, not over 20% of the corn we shipped graded No. 3.—Canal Eltr. Co.

Noblesville, Ind., Jan. 13.—Wheat not looking very good, 25% larger acreage than last year. About ¾ of the corn crop in farmers' hands, oats almost all in.—A. L. Evans, Mgr. J. L. Evans, Noblesville, Ind.

Connersville, Ind.—Not over 25% of the corn has been delivered and many farmers will hold until spring and summer when prices are right. About 75% of wheat delivered. Some are holding their wheat.—J. R. Stafford.

La Porte, Ind., Jan. 14.—Corn has been moving at a rapid rate the last three weeks, about 25% having been marketed; 60% of the wheat crop and about 30% of the oats is left.—R. T. Messenger of J. B. Rupel & Co.

Franklin, Ind.—Wheat is looking well, coming out from under the snow; acreage 10% larger than last year. Not over 30% of the corn now in farmers' hands to be marketed, all grading No. 3.—J. M. Dunlap Grain Co.

Frankfort, Ind., Jan. 11.—Wheat looks pretty good, acreage is 50% greater than last year. Oats fair. About 50% of the corn and 25% of the oats back. Half the corn is grading No. 3.—Frank Strange, Wallace & Strange.

Wabash, Ind.—Prospect for wheat crop is fair. Acreage is 50% larger than last year. There will be corn to market this year or account of light crops of hogs; haven't shipped a car of corn which graded No. 3.—T. W. King & Son.

Sharpsville, Ind., Jan. 11.—Wheat went into the winter in good condition, acreage is 125% compared with last year. About 90% of our corn is grading No. 3, 60% of the corn and 25% of the oats back.—J. C. Batchelor, Fox & Davis.

Logansport, Ind.—Large acreage of wheat sown this year compared with last, it is pretty good condition; about 60 to 75% of corn crop in farmers' hands. All the corn we shipped out graded No. 4; haven't had a car of No. 3.—Bishop Elevator Co.

Waynetown, Ind.—Corn is moist but good and about 33% to 40% has been marketed. About 10% of the wheat is in farmers' hands. We have handled 50,000 bus. since the new crop. The growing crop looks to be in good condition.—D. C. Moore.

Auburn, Ind.—Oats about ¾ marketed, wheat about the same, ¼ of the hay left. Not much corn shipped, using it for feed in our section. Wheat looked good before the snow came; a few complaints of ice smothering it a little.—H. L. Brown, Wimer, Brown & Co.

Offerle, Kan., Jan. 10.—Wheat is coming in lively. About ¼ of the wheat raised in this vicinity is yet in the hands of farmers. Prospect for the new wheat is fine for this time of the year, plenty of moisture. About the same acreage as last year. Wheat now sells for \$1 per bu.—Thomas Darcy, mgr. Moses Bros. M. & Eltr. Co.

### KANSAS.

Spearville, Kan., Mar. 4.—Growing wheat is fair, some damaged, acreage is 25% larger than last year.—J. Eicker, agt. Rock M. & E. Co.

Kanarado, Kan., Feb. 23.—Wheat looking fine, acreage is considerably larger than last year, practically all the wheat is in.—Gorman & Son.

Colby, Kan., Feb. 21.—Prospect for wheat is good, acreage is the same as last year, practically all the wheat is in.—E. N. See, agt. State Elevators.

Jennings, Kan., Feb. 18.—Wheat is about all in, growing wheat is damaged some, but not very much, 15% more wheat sown than last year.—J. B. Jennings.

Clayton, Kan., Feb. 18.—Wheat is looking its best, acreage is considerably larger, practically all of the old crop is in.—W. O. Page, agt. State Elevators.

Dodge City, Kan., Mar. 3.—Fall wheat is looking good, some damaged, acreage is 15 or 20% larger than last year.—W. P. Kleison, mgr. Farmers Eltr. Co.

Clayton, Kan., Feb. 18.—Wheat crop in fine shape, acreage is 15% larger than last year, not more than 15% of the wheat in farmers' hands.—J. E. Rule.

Jennings, Kan., Feb. 18.—Wheat crop in good condition, same acreage as last year, practically all the wheat is in.—W. J. Newton, agt. Wright-Leet Grain Co.

Dresden, Kan., Feb. 27.—Prospect for wheat is good, acreage is 20% larger than last year, not over 20% of the wheat in farmers' hands.—S. D. Taylor.

Colby, Kan., Feb. 21.—Wheat prospect is excellent, same acreage as last year, all the wheat is damaged to some extent, old wheat is all in.—P. S. Houston.

Bellefont, Kan., Mar. 4.—Wheat crop is looking fine. Acreage is larger than last year, practically all the wheat is in.—B. H. Tenbrink, agt. Rock M. & E. Co.

Colby, Kan., Feb. 22.—Growing wheat isn't damaged over 10%, 20% more wheat sown than last year, 10% of the old wheat in farmers' hands.—J. D. Jacobs.

Colby, Kan., Feb. 22.—Wheat crop is looking good; same acreage as last year; 12% of the wheat in farmers' hands.—O. W. Dillinger, agt. Midland Elev. Co.

Brewster, Kan., Feb. 22.—Growing wheat is looking fair, acreage is about the same as last year, practically all of the wheat is in.—C. R. Smith, agt. F. C. Kellogg.

Horton, Kan., Mar. 4.—Have examined winter wheat in this section and to the best of my judgment would place it at 80% winter killed.—J. E. Winterscheidt.

Colby, Kan., Feb. 22.—Prospects for the growing is excellent, never better before, 10% more wheat sown than last year.—W. H. Morrison, Morrison Grain Co.

Dodge City, Kan., Mar. 3.—About 5% of the wheat in farmers' hands, growing wheat in good shape, acreage is 10% larger than last year.—Dodge City M. & E. Co.

Cimarron, Kan., Mar. 3.—Practically all the wheat is in; growing wheat is looking fair, damaged a little, larger acreage than last year.—C. R. Rixson, mgr. A. Aitken Grain Co.

Bellefont, Kan., Mar. 4.—About 5% of the wheat in farmers' hands, growing wheat looks good, acreage is 10 or 15% larger than last year.—R. Northrop, agt. W. T. Shute Grain Co.

Rexford, Kan., Feb. 21.—Wheat crop is in fine condition; acreage is a little less than last year, about 10% of the wheat in farmers' hands.—L. W. Butler, Thompson & Butler.

Spearville, Kan., Mar. 4.—Wheat crop looking good, acreage is 20% larger than last year, about 30% of the wheat in farmers' hands.—A. R. Upp, mgr. Farmers Grain & Supply Co.

Spearville, Kan., Mar. 4.—About 20% of the wheat in farmers' hands, growing wheat is in pretty fair shape, larger acreage than last year.—C. W. Horn, agt. Moses Bros. M. & E. Co.

Colby, Kan., Feb. 22.—About 10% of the old wheat crop in farmers' hands. Growing wheat looks fine as silk; acreage is 15% less than last year.—R. C. Maynes, mgr. Farmers Grain & Coal Co.

Gretna, Kan., Feb. 18.—Wheat crop is getting along nicely; 20% more wheat sown than last year; about 20% of the wheat crop in farmers' hands.—C. L. Nipps, agt. Phillipsburg M. & Eltr. Co.

Norton, Kan.—Wheat crop looking good, we never had a better prospect, acreage is 50% larger than last year, about 15% of the wheat crop in farmers' hands.—J. E. Palmer, agt. Central Granaries Co.

Garden City, Kan., Mar. 3.—Winter wheat is damaged some, 25% increase in acreage compared with last year. Practically all of the old wheat is in.—E. F. McDonald, mgr. Garden City Grain & Produce Co.

Garden City, Kan., Mar. 3.—Wheat looking good, a small portion of it is damaged, larger acreage than last year, about 5% of the old crop in farmers' hands.—L. A. Dockum, mgr. Garden City Mill & Eltr. Co.

Belpre, Kan., Feb. 28.—Farmers in this vicinity report 25% to 75% damage to late sown wheat, but do not think that sown early, especially the corn stalk wheat, hurt much.—C. S. Laird, mgr. Farmers Grain Co.

Pratt, Kan., Mar. 3.—Wheat is damaged considerably, but I think a few warm days will make quite a change in its appearance. Not much grain moving now.—Charles Cooper, mgr. Farmers Union Grain & Coal Co.

Manhattan, Kan., Feb. 21.—The Agricultural College has experiment plots here and, it is reported, claims a damage to wheat in this section of 25% to 50%.—H. M. Talcott, mgr. Goffe & Carkener, Salina, Kan.

Norton, Kan., Feb. 18.—Wheat crop looking very good, this last cold spell may damage it a little, acreage is 25% larger than last year, about 15% of the wheat crop in farmers' hands.—Johnson Grain & Coal Co.



Rexford, Kan., Feb. 21.—Wheat crop in fine shape, about 5% less wheat sown than last year, practically all the wheat is in.—D. Mosher.

Offerle, Kan., Mar. 4.—Wheat is in fine condition, damaged to some extent, acreage is 15% larger than last year, 10% of the wheat in farmers' hands.—A. J. Kisner, agt. Rock M. & E. Co.

Cimarron, Kan., Mar. 3.—About 10% of the old wheat crop in farmers' hands; growing crop is damaged some; 15% more wheat sown than last year.—J. E. Mackey, mgr. Cimarron Grain Co.

Brewster, Kan., Feb. 22.—Prospect for wheat crop is fine, about 25% less wheat sown than last year, 10% of the crop is in farmers' hands, big movement of barley now going on.—J. R. Eicher, agt. State Elevators.

Dresden, Kan., Feb. 21.—Wheat crop is looking fair, some complaints of damage, but the increase in acreage will make up for the damage, about 10% of the wheat in farmers' hands.—J. B. Schroer, agt. Snell Mill & Grain Co.

Crisfield, Kan., Feb. 19.—Wheat in the western part of Harper Co. and the eastern part of Barber Co. is damaged probably 15%. No old wheat in farmers' hands of any consequence. Almost all the corn is gathered; about half in farmers' hands. Demand from feeders continues good.—A. S. Vance.

Salina, Kan., Feb. 21.—From personal inspection and estimates of conservative eltr. and grain interests, the unanimous opinion is expressed that considerable damage has been done to the wheat thruout Kansas; but we believe there will be enough to go around and this damage will not put the slightest check on the Sunflower State's wonderful prosperity. About 35% of the wheat is back in farmers' hands.—H. M. Talcott, mgr. Goffe & Carkener.

## KENTUCKY.

Dycusburg, Ky., Feb. 18.—Farmers in this vicinity are holding their corn for 60c per bu. at the crib and don't care to sell for that, as they expect higher prices. More wheat will be raised here this year than has been for many years. Last year's crop is all sold. Am only running the mill two days in the week now, grinding corn. Farmers around here have all disposed of their hay at \$11.—C. H. Cassidy.

## MICHIGAN.

Leslie, Mich.—Wheat came out from under the ice in good shape; but, owing to the dry weather last fall, the acreage is reduced.—M. Prescott, mgr. Leslie Eltr. Co.

Battle Creek, Mich.—Notwithstanding previous reports, fall wheat will not be materially damaged; acreage increased  $\frac{1}{2}$  over that of the previous season.—McLain, Swift & Co.

Grant, Mich., Mar. 7.—Within the past week the snow has nearly left the fields; therefore the outlook for a bumper crop of wheat is not as favorable as during the past months.—Osborn Bros.

Charlotte, Mich., Mar. 1.—Fall wheat has not suffered materially, owing to absence of frost in the ground. The crop is growing under the ice. No movement in corn; local yield will supply the feeders' demands. Fall wheat acreage is increased 50% and the rye acreage will be reduced accordingly. The entire bean acreage was sown to wheat.—L. H. Shepard.

Bellevue, Mich., Mar. 1.—Fall wheat has suffered considerably from the ice. Grain and hay movements are slow. Practically no corn shipped in for feeding purposes this year, as the crop will be able to meet the local demand. This condition has never prevailed previously. Fall wheat acreage has been increased 25% over that of last year.—F. A. Brown.

Lansing, Mich., Mar. 7.—In answer to the question, "Has wheat during February suffered injury from any cause?" 134 correspondents in the southern counties answer "yes," and 208 "no"; in the central and northern counties a very small per cent answer affirmatively, in the northern peninsula 22 answer "no," and in the state 147 "yes" and 517 "no." Several correspondents in the southern four tiers of counties are of the opinion that wheat has been severely damaged by ice. On the other hand, snow protected wheat nearly four weeks in all sections of the state. Amount of wheat still remaining in possession of growers is estimated at 4,000,000 bus. Eighty-seven mills, eltrs., and grain dealers report no wheat bot in February.—Frederick C. Martindale, sec'y of state.

## MINNESOTA.

Morgan, Minn., Feb. 26.—Most grain here has been marketed.—J. W. Conrad, agt. Farmers Eltr. Co.

Trosky, Minn., Mar. 8.—About 75% of the grain marketed this year.—Q. E. Kiester, agt. Davenport Eltr. Co.

South Haven, Minn., Mar. 2.—About 80% of all grain is marketed here.—H. F. Goode, agt. Osborne-McMillan Eltr. Co.

Sanborn, Minn., Mar. 3.—Snow is about all gone and appearances indicate an early spring.—A. F. Grohne, agt. Atlas Eltr. Co.

Pelican Rapids, Minn., Mar. 2.—About 20% of crop still in farmers' hands. Receipts light on account of poor roads.—H. E. Frazee.

St. Cloud, Minn., Feb. 28.—The growing crop of wheat has been well protected by heavy snows and should come thru the winter in good shape if the snow leaves without forming ice.—C. D. Grinols.

Odin, Minn., Feb. 25.—We had a good crop last year. About  $\frac{3}{4}$  of the small grain has been marketed. Half of the corn is yet in the field and will be unfit for market when the farmers do get it out.—A. S. Jorgenson.

Minneapolis, Minn., Mar. 4.—An investigation we have just completed shows in farmers' hands above seed requirements in Minnesota and the two Dakotas, Mar. 1: 20% of the wheat crop, 21% of the oats, 17% of the barley and 5 $\frac{1}{2}$ % of the flaxseed. Practically the same list of investigators furnished figures Jan. 1, 1910, showing in farmers' hands above seed requirements 33% of the wheat, 38% of the oats, 26% of barley and 18% of flaxseed.—The Van Dusen-Harrington Co.

## MISSOURI.

Odessa, Mo., Feb. 23.—Wheat much damaged by frost. Ground alternately freezing and thawing.—Milton Varner.

Walker, Mo., Feb. 19.—Most of the corn was shipped south early in the fall; not much left in the country and no wheat at all; wheat crop was short owing to dry weather in the fall and what was sown is said to be damaged by the sleet.—L. D. Higley.

Mercer, Mo., Feb. 21.—Farmers are making complaints regarding severe wheat damage thruout this section of the country. We can see no positive cause for general alarm, as it is too early for actual conditions to become apparent. However, from our personal observations we believe some damage has been done; but claims of 50% to total loss we think are too wild; would place it at from 10% to 25%.—Alley Grn. Co., A. A. Alley.

## MONTANA.

Townsend, Mont., Mar. 5.—Two-thirds of 1909 crop has been marketed; most of this has been sold and consumed in the state; land is getting in fine shape for the dry farmers of this valley.—E. A. Strauch, agt. Hawkeye Eltr. Co.

## NEBRASKA.

Hadard, Neb., Mar. 7.—No grain moving account of the low price.—Farmers Grn. & L. S. Co.

Funk, Neb., Mar. 3.—Winter wheat damaged probably 20%.—S. P. Johnson, agt. Foster Grain Co.

Geneva, Neb., Mar. 2.—Growing wheat probably hurt 5% by frost. Corn husking not done yet. Feeders will take all of the corn here this year.—I. N. Trask.

Foley sta., David City p. o., Neb., Feb. 21.—A great deal of corn in this neighborhood remains to be shucked; also many stacks of grain to be threshed.—Neb. Eltr. Co.

Waco, Neb., Mar. 1.—Growing wheat badly hurt; especially on the table lands, corn still damp; mostly all shucked. The farmers have considerable wheat, no oats to speak of.—J. A. Gilbert.

Endicott, Neb., Feb. 19.—Some reports of wheat damage in this locality, but we think they are not warranted; corn moving more freely; considerable damage from late husking of corn which is now about all gathered; good corn being held by farmers for 60c and wheat for \$1.—Fairchild Bros.

Moorefield, Neb., Feb. 23.—Snow went off and Feb. 14th very warm. Frost went out fully four inches deep. Cold wave on the 15th and very cold and dry since, eight below reported three times in last nine days. Considerable speculation as to the effect on the winter wheat. Too early to tell yet.—Jas. Pearson.

Kearney, Neb.—About 60% of the corn in the fields. Corn is coming in very damp, and will be much worse after it begins to germinate. The farmers will not sort their corn as they should, simply because they are so ambitious to get the corn to weigh as much as possible and get it off to market at this high price.—F. F. Roby, prop. Kearney Roller Mills.

Odell, Neb., Mar. 1.—Winter wheat badly frozen out; 60 to 70% will be put into other crops; damage caused by wet weather, freezing and thawing; 15% of old wheat left; farmers about thru husking.—A. O. Burket, mgr. Odell Farmers Eltr. Co.

## NORTH DAKOTA.

Penn, N. D., Feb. 23.—Have had a mild winter, not much grain in the eltrs.; 90% of wheat marketed.—H. C. Kornder, agt. Mnpls. & Northern Eltr. Co.

Alfred, N. D.—Not much grain moving here; roads in bad shape; snow nearly all gone; prospect of an early spring.—Frank Boldt, agt. Powers Eltr. Co.

## OHIO.

Pemberton, O., Feb. 21.—Corn and oats moving very slowly from farmers; disposed to hold for higher prices; about half of crop yet in their hands.—J. W. Simmons.

Crestline, O., Jan. 8.—About 75% of the wheat has been delivered and 50% of the oats; corn is nearly all used locally for feeding.—W. H. Weaver, The Weaver Bros. Co.

Grover Hill, O., Mar. 4.—Grain receipts practically nothing since the recent heavy breaks in the markets. Very little grain will move till after planting, if weather encourages spring work. Possibly 20% of corn yet in farmers' hands, oats quite well marketed. Wheat in good condition. Little snow or ice remains on ground.—Davidson & Owens Co.

## OKLAHOMA.

Frederick, Okla., Feb. 18.—Prospects for small grain are flattering.—T. A. Hughston, Hughston Grn. Co.

Coldwater, Okla., Mar. 3.—Prospect for wheat crop is good; not much old corn or wheat in farmers' hands in this section.—G. C. Rhodes, agt. Wirt & Lyons Grn. Co.

Canton, Okla., Feb. 23.—Last year's crop nearly all marketed—about 150,000 bus. been marketed here; larger wheat acreage planted this year than ever before; ground in good condition for bumper crop.—Canton Grn. Co.

Enid, Okla., Mar. 5.—Prospects for wheat never were finer in our section or in the localities where we have eltrs.; wheat is nearly all out of the farmers' hands; corn is moving slowly with not very much back in the cribs; an unusual acreage of oats is being sown this year.—Randels & Grubb.

## SOUTH DAKOTA.

Kaylor, S. D., Mar. 8.—Prospect is for an early spring; fields are drying up nice; a little corn to be picked, but about 60% of grain is marketed.—J. C. Weimer, agt. A. A. Truax.

## TEXAS.

Fort Worth, Tex., Mar. 4.—Crop conditions still are reported good in nearly all parts of the state, the southwest and west Texas report the need of more moisture. Wheat is looking well. In some parts of the state oats have been damaged by the cold, but no serious reports have reached this office.—G. J. Gibbs, sec'y Texas G. D. A.

## Government Crop Report.

Washington, D. C., Mar. 8.—The U. S. Dept. of Agriculture estimates that the quantity of wheat in farmers' hands on Mar. 1 was about 23.5%, equivalent to 173,344,000 bus., of last year's crop, compared with 21.6% (143,692,000 bus.) of the 1908 crop on hand Mar. 1, 1909, and 23.8% (152,571,000 bus.), the average for the past ten years of the quantity on hand on Mar. 1. It is estimated that about 59.3% of the crop will be shipped out of the counties where grown; compared with 59.2% of the 1908 crop, and 56.6%, the average for the past ten years.

Corn in farmers' hands on Mar. 1 is estimated at 37.9%, equivalent to 1,050,865,000 bus. of last year's crop; compared with 39.3% (1,047,763,000 bus.) of the 1908 crop on hand Mar. 1, 1909, and 38.2% (925,386,000 bus.), the average for the past ten years of the quantity of the crop on hand Mar. 1. It is estimated that about 23.1% of the crop will be shipped out of the counties where grown; compared with 21.3% of the 1908 crop, and 20.0%, the average for the past ten years. The proportion of the total crop which is merchantable is estimated as 82.6% of the 1909 crop; compared with 88.2% of the 1908 crop, and 83.6%, the average of the past ten years.

Oats in farmers' hands on Mar. 1 is estimated as 36.1%, equivalent to 363,159,000 bus. of last year's crop, compared with 34.6% (278,847,000 bus.) of the 1908 crop on hand Mar. 1, 1909, and 36.4% (310,763,000 bus.), the average of the past ten years of the quantity of the crop on hand Mar. 1. It is estimated that 32.7% of the crop will be shipped out of the counties where grown, as compared with 30.3% of the 1908 crop, and 28.7%, the average for the past ten years.



## Meeting of Colorado Dealers.

The annual meeting of the Colorado Grain Dealers Ass'n was called to order in the Convention Hall of the Albany Hotel, Denver, Feb. 25, at 2 p. m., by Pres. Geo. E. Ady.

Asst. Secy. Mathew read the minutes of the preceding meeting which were approved.

Pres. Ady presented the following address:

### President's Address.

In our last meeting it was suggested that it would be a good plan to get as many of our customers and shippers together as possible and this meeting was brot about with that idea in view.

The object of this meeting is to bring about if possible a better understanding between the different elements engaged in the grain trade in this part of the country. It has always been my idea that you could get along better with people when you knew them personally, and if you had any differences talk it over. I hope this meeting will be instrumental in establishing better understanding and connections in this respect.

One of our objects has been to establish a higher plane of business integrity among our members and between our members and any one doing business with them, and guarantee shippers a square deal on any business done with our members.

We have been able to settle all disputes referred to us amicably through our arbitration committee and to the satisfaction of all members concerned.

I want to thank you for the interest you have taken in this meeting by attending it, and I hope you will go away feeling well repaid for the effort you have made.

I want to say further this meeting is not a Colorado grain dealers meeting, but is a meeting of those interested in this western trade and we ask all to participate in the discussions that are to follow.

I THANK YOU AGAIN.

The following Comite Reports were presented and adopted:

### REPORT OF MEMBERSHIP COMMITTEE.

During the year the following members have dropped out:

H. B. Smiley, resigned.  
Elbert Elevator Co. of Elbert, Colo.  
Bowen Realty L. S. & Supply Co., Trinidad, Colo.

Have both discontinued business.  
J. N. Ogden, Idaho Springs, and  
Barr Produce Co., Greeley.  
Have been dropped for non-payment of dues.

The following members have been added.

Russell Gates Merc. Co., Denver, Colo.  
Overland Cereals Co., Laramie, Wyo.  
Otero Co-op. Mfg. & Sup. Co., Rocky Ford, Colo.

O. L. Mitten Grain Co., Wray, Colo.  
Wagner & Simpson Merc. Co., Fort Morgan, Colo.

### REPORT OF ARBITRATION COM'ITE.

But two cases came up before this Comite which were that of the F. C. Ayres Merc. Co., Denver, vs. Nye, Schneider-Fowler Co., of Omaha, and J. D. Best & Co. vs. E. R. & D. C. Kolp of Wichita, Kan. Both were satisfactorily adjusted.

### TREASURER'S REPORT.

We now have \$621.29 in the treasury and all dues are paid for 1909, with the exception of \$12.

Respectfully submitted.

T. L. Jamison.

E. J. Smiley made an address on Benefits of Ass'n, from which we take the following:

### Benefits of Ass'n Work.

In order to answer this question intelligently it will be necessary to take into consideration conditions existing in the grain trade prior to date of organization. As you probably are aware, the first organization of grain dealers west of the Mississippi River occurred in 1896. Conditions at terminal markets forced the country grain dealer to take steps to protect his interests or give up the business. Take for example the conditions at Kansas City, with which I am more familiar. With few exceptions the elevator operators in that market made a practice of securing from 10 to 40 bu. of grain from each car they unloaded, for which they did not render an account. This was done by means

of false weights, suction fans, allowing grain to remain in the cars at the time of unloading, and other schemes innumerable, which the independent grain dealer was powerless to prevent.

The above is a fair example of conditions at Kansas City and St. Louis at the time the Kansas Grain Dealers Ass'n was organized, Dec., 1896. Soon after organization we opened an office in Kansas City, employing a superintendent and a sufficient number of men so as to place one or two men at each elevator in Kansas City. It was the duty of these men to inspect the car on its arrival at the elevator, making a record of all bad order cars, and seeing that all of the grain was swept from the car into the sink and certify the weight of the scale beams. So well did these men do their work that in one year's time two Kansas City elevator operators were out of business and two others paid, through our office, \$7000 to the country shipper to avoid prosecution. Several gangs of grain thieves were arrested and prosecuted, and two elevator foremen went to Mexico for their health. Did it pay?

**Dockage:** For many years it has been the custom of all terminal markets for the elevator operators to deduct 100 lbs. from the net and actual weight of all cars of grain, seed or hay, offering as their excuse for so doing that the country grain dealer failed to sweep the car before loading.

Concentrated action on the part of the grain associations compelled the different markets to give up this graft, with the exception of the elevators operating in Kansas City, who insisted that they were entitled to this graft.

Through the influence of our Ass'n a law was passed in Kansas making it a misdemeanor to deduct anything from the net or actual weight of a car of grain, seeds or hay, and as soon as it became effective the elevators on the Kansas side gave up the practice, but those located on the Missouri side continued to steal this 100 lbs.

At the last General Assembly of the State of Missouri we succeeded in securing the enactment of a law in Missouri similar to the Kansas law, which became effective Aug. 16th, 1909. Imagine our surprise when one of the elevator owners and operators on the Missouri side stated that they had no intention of complying with the law. We promptly took the matter up with the Attorney General of the State of Missouri, who immediately ordered the arrest of one member of the firm, who secured his release through habeas corpus proceedings, thereby causing the case to be taken direct to the Supreme Court of the State of Missouri, where it now rests. We expect a decision in this case within a few days, and fully expect the court to hold the law constitutional. If it does, we will demand reparation for the value of the 100 lbs. from the date the law became effective. This deduction of 100 lbs. per car amounted to a little over \$76,000 for the year 1908, and we certainly think it has paid us to make this fight.

**Do not get the impression,** however, that all of the fault was to be found at the terminal end of the line, for such was not the case. There were country grain dealers shipping to terminal markets, who if they could secure payment of the draft with B/L attached their grain was well sold. They worked on the theory that there should be an advance in price while the grain was in transit and made their drafts accordingly. I heard one dealer state that he did not need to trade but once with a receiver as there were so many that he would not be able to get around during his business career. Organization has forced this class of people out of business. Does it pay?

When organizing the State of Kansas 12 years ago we met a number of dealers who were not acquainted with their competitors living seven to ten miles distant, and in most instances they had a very poor opinion of them from what they had learned from the farmers.

I regret to say, however, that there are still a few firms doing business in our State who are not a credit to the grain trade, but in order to do business they are compelled to change the name of the firm once or twice a year. These concerns are not members of the Kansas Grain Dealers Ass'n.

**Arbitration:** About five years ago the different state ass'ns adopted compulsory arbitration rules which have forced a number of dealers who resorted to sharp practices to suspend business. Under these rules any member who refuses to submit a difference to the arbitration committee of the ass'n to which he belongs is immediately expelled and the grain trade notified. No fair-minded man can offer any

reasonable excuse for refusing to submit any difference to a committee of disinterested grain dealers for adjustment, and I consider arbitration one of the strong features of organization.

**Trade Rules:** The different state associations have adopted the National Ass'n Trade Rules with some unimportant changes and permit me to say that if the shippers and receivers will attempt to follow closely these rules in the transaction of business there will be very few differences to submit to your arbitration committee. We believe that fully 90% of the trouble between shippers and receivers is caused by lax methods of doing business and by not having a full understanding of the contract.

The social feature of organization should not be overlooked, as it has been demonstrated time and again that men engaged in the same line of business coming in contact with one another at social gatherings and a free exchange of ideas form a better opinion of their competitor and mankind in general.

**Collecting just claims** for which a carrier is liable: Our experience in handling railroad claims for members has demonstrated that many claims are presented to railroads that are not made up in good form and do not have proper papers attached. The claimants do not always present claims with a clear understanding of their legal rights.

We have submitted the following forms for handling railroad claims to members of our ass'n who desire to avail themselves of the opportunity:

Form A—Loss of Weight in Transit.

Form B—Loss in market value because of delay in transit.

Form C—Loss in quality because of delay in transit.

Form D—Loss in market value because of delay in furnishing cars.

We have suggested to our members that they make up their claims, using these blanks, and forward same by registered mail direct to the Freight Claim Agent, keeping on file copy of their statement of claim and also postal receipt. Write the claim agent every fifteen days urging attention. If no result at the end of sixty days request that the papers be returned. Send the papers returned to the Secretary's office and if considered advisable the Secretary will present the claim to the claim agent, and if the claim is still refused and is considered having merit we will place same in the hands of our Attorney, thus concentrating all questions that may arise. With two exceptions, all claims presented through our office during the year 1909, in favor of our members, were paid.

Thru organization you can secure recognition by the carriers, where the same claim filed by an individual would not even receive consideration. Through organization you can secure needed legislation. Through organization your individual rights will be protected.

M. C. Dolan read the following paper, which was written by Jas. McSwigan, who had been called out of town:

### Shipper's Weights.

This matter of weights is a peculiar proposition. It reminds me of an incident which happened many years ago. When I was a boy of eight or nine I had a mania for hunting and, up to that time, had accumulated two muzzle loading shotguns. Of a Saturday, if I could convince my Father that the potato bugs were extinct, or that the corn did not need hoeing, I would go off to the woods to spend the day shooting. One Saturday morning, while getting my gun in shape, a neighbor boy, Jim Lawson by name, happened along. After watching me awhile he said: "Jim, if you will lend me one of your guns, and give me some powder and shot and caps I will let you go hunting with me." It always struck me that at that time I had never bot corn in Nebraska.

The position of the Nebraska Grain Dealer is this: "If you will pay me for my grain as soon as it is loaded on the car, and about three weeks before you get it; if you will pay exchange on all drafts made against you; if you will stand all shortages in weights; if you will not kick if the grades are not in accordance with contract, I will let you do business with me." Which is the nerviest proposition, Jim Lawson's or the Nebraska Grain Dealer's?

The Colorado Grain market is about the only one in the United States where you are expected to pay for something which you never received, and the only market where you are expected to pay a premium for the privilege of paying drafts. For that reason we are glad to have representative



grain men from Nebraska with us in order to show them how matters of this kind look from the other fellow's point of view.

We also, I believe, have some Kansas grain men with us, but we are happy to say that the Kansas dealers, as a rule, accord us the same treatment as they do our mighty brethren of the East. We have had occasion to do considerable business in Kansas during the past two years and our only regret is that their markets are not more often in line. In Kansas and Oklahoma the Dealer will sell us grain f. o. b. Denver; he will not ask us to pay exchange, figuring, no doubt, that he is away ahead of the game by not being compelled to pay interest on his collection during the interval between date of shipment and time of delivery. If his weights are short he does not give us a nice Fatherly talk, and if we still insist that we are entitled to all the grain we pay for he does not tell us in a gentlemanly manner, or otherwise, to go to the devil, or to the Railroads, which is the same thing.

I wish to illustrate a case in point: We received four cars from one of the large dealers in Nebraska on which the weights were as follows:

Shippers weight.	R. R. weight.	Our weight.	Shortage.
80,000	80,000	80,000	None.
84,000	84,000	83,700	No claim.
85,680	84,500	84,300	1,380 short.
86,800	84,100	84,200	2,600 short.

Here is another lot of four cars from another shipper:

49,080	49,000	48,900	None.
61,960	62,000	61,950	None.
51,740	50,900	49,225	2,515
63,010	57,600	57,800	5,210

We made out account sales showing balance due us, and asked shipper to send us check to balance. Did we get it? We did; between the fourth and fifth vertebra with a well sharpened axe. Instead of getting a check we got something like this:

"Gentlemen: Your letter, also account of sales showing balance due you, received. You will remember this corn was sold on shipper's affidavit weights. We enclose herewith affidavits of weights of the shippers of the two cars in question. We also have your affidavit of weight, but under the circumstances you cannot expect us to stand in the gap. As the corn was in the cars when shipped your claim is against the Railroad Co. If we can be of any assistance to you, call on us."

These affidavits were, as the Side Show spieler says, "Well worth the price of admission." One of them was actually written on a letter-head, but simply stated that the shipper's weight was so and so net. The other was part of a piece of paper torn from a scratch pad. It gave each load the shipper put in the car. There were about twenty-five loads running from 2,000 to 2,500 lbs., and several loads of the same weight. The shortage on this car was 2,515 lbs.

Can you beat it? Here we are with up-to-date unloading facilities, first-class track scales and everything necessary to

obtain correct weights. The Railroad weight, allowing for difference between the marked and actual weight of car, is practically the same as ours, and yet we are compelled to stand this loss because some fellow who loads a car of corn once a week, perhaps, and goes to sleep between loads, thinks he put that much corn in the car and is willing to make affidavit to that effect.

The only recourse we have left is a claim against the Railroad Co. Our unloading record shows that the car arrived in good condition, no sign of leakage and with original seals intact. We all know what the Railroad Co. will do to a claim of that kind.

Colorado Grain Dealers want to ask the gentlemen from Nebraska if they will not do something to remedy this evil. The fact is we don't believe the matter has ever been brot properly to the attention of the men higher up. The Western business is usually handled by a subordinate who, of course, is anxious to make the best showing possible for his company.

The cases which I cite here are not unusual or extraordinary. We have had many like them. Every grain dealer in Denver and, I believe, any Colorado Dealer can produce statements of the same kind, or worse.

We do not pretend to say that our weights are always correct. We all make mistakes and, so far as the Crescent Mills is concerned, we have never been unreasonable in asking for adjustment of short weights. We believe, as a general proposition, that our weights are correct, simply because we have proper facilities for obtaining them, but when we find that the Railroad weight is against us we assume that we have made a mistake and do not ask for reimbursement.

Here lies the solution of the problem which causes so much hard feeling between the Colorado and Nebraska grain dealers. Assuming that both Nebraska and Colorado dealers have no desire other than to be fair and honorable in the adjustment of weights, why could not an agreement be reached between the two Ass'ns to govern settlement of all weight disputes.

The Railroad weight offers a medium for adjustment which, if we could get together on it, would be of great value to all of us. None of us, of course, have any great faith in the Railroad net weight, as experience shows that it is absolutely unreliable, due, in most cases, to the great difference between the actual and marked weight of cars.

The Railroad Gross weight, however, is much more dependable. Now we could agree to use the Railroad Gross weight as a basis for settlement in all disputes arising from short weights. We could assemble all three gross weights and if the railroad agreed with shipper it would relieve him from further responsibility, while he would have to reimburse us if the railroad weight agreed with ours. This rule could be applied in all cases except when cars arrived with broken seals, or showed signs of leakage. It is the general sentiment

among all grain dealers with whom I have talked that it is the duty of receiver to make claim for any shortage when the indications are that the railroad is responsible.

Among two bodies of men such as the Nebraska and Colorado grain dealers, on account of their close relationship, and the great volume of business which passes between them, there should be nothing but good feeling and entire confidence. It would be a splendid thing if each of us could come to the realization that the other fellow is not looking for the best of it. This meeting, attended by some of the representative men identified with the grain trade in Nebraska, should lead to great good. Perhaps when they see a number of us together they will come to the conclusion that we are entitled to be promoted from the Kindergarten to the First Reader.

We want to assure our friends from Nebraska that this is not a personal matter, and that it is a great pleasure for us to have them with us. It is the system we object to and, as it looks to us, the only way to get the best of it on weights is to live in Nebraska. We could not resist this opportunity of letting them know how it feels when the other fellow is wielding the axe.

Discussion followed.

G. F. Milbourn, Minden: I am a shipper in Nebraska, and have been in business since 1864. I have had some shortages and some overages. I have had some Denver grain men tell me the high altitude here makes grain lighter. What we want is to arrive at some understanding whereby we get paid for what we load.

H. H. Seldomridge: The only solution to this weight question is through an intermediate house to do this weighing. If shippers are willing to accept destination weights when selling in Kansas City, Omaha, Chicago and other markets, they should be willing to do the same in Denver and the grain dealers in Colorado provide themselves with proper weighing facilities.

N. B. Updike, Omaha: If Denver dealers would organize a grain exchange and weigh this grain as they do in other terminal markets, then the Nebraska shippers would be willing to accept their weights as final.

Geo. P. Bissell, Central City: Fully 95 per cent of the claims presented to the railroad for leaking of grain in transit have been paid.

J. M. Rankin, Cambridge: All our eltrs. are equipped with proper weighing facilities. We ship considerable corn to Denver, and when you take into consideration that the corn from Nebraska has been damp and some wet, you can expect a shrinkage of from 400 to 600 lbs. to the car while in transit. When we can establish with the railroad people, that our weights are accurate, and also get accurate weights at destination, we have no trouble in getting claims adjusted by the railroad.

N. B. Updike: Since the dealers in Nebraska have all installed proper weighing facilities, they have had no trouble in collecting claims for shortages of grain while in transit between their stations and destination points.

Discussion postponed until Saturday's session.

Adjourned.

## The Banquet.

On Friday evening the Denver Wholesale Grain & Hay Dealers Assn. tendered a banquet at the Albany Hotel to the visitors.

After a most delectable menu had been served, the toastmaster, M. C. Harrington, delivered an address, from which we take the following:

Your Excellency, the Governor of Colorado, and Gentlemen:

By the courtesy of the Denver Grain, Flour Milling and Hay Dealers Association, I am invited to preside at this banquet.

## New Officers Colorado Grain Dealers Ass'n.



Treas. T. L. Jamison; Pres. A. McClelland; Secy. Geo. W. Clayton.



quet as toastmaster, and it becomes my duty to cast the first firebrand into this peaceable, jolly and unsuspecting assemblage.

In behalf of the local dealers of this city whose guests you are tonight, I bid you a hearty welcome to Denver and to this festive board. You are welcome as the columbine in springtime. The crisp, mountain air, the bright sunshine of Colorado, the sweet inspiration of her azure skies all join with us in welcoming you to our city.

It is an honor conferred on me to be privileged to preside at a banquet where are seated the men who are so largely responsible for the industrial development of the grain, flour and forage interests of this great western district of mountain and plain extending from the Rocky Mountains to the Missouri River.

We of Colorado point with pride to the high pinnacle of fame, of greatness, of prosperity and of splendor on which our adopted state triumphantly reposes. To the immeasurable and unlimited stores of mineral wealth locked within the granite coffers of her majestic mountains. To the exhaustless fertility of her imperial domain. To the resistless all conquering energy and enterprise of her daring and dauntless citizenship in developing the most extensive water power and irrigation enterprises ever attempted.

And last but not least we point with pride to the success and achievements of the various Denver and Colorado milling and elevator companies whose mills and grain elevators are in every town of importance in Idaho, Utah, Wyoming and Colorado, and extend eastward to the very heart of Kansas and Nebraska.

A large portion of the wheat grown on the new irrigated lands of Idaho, Utah and Wyoming is purchased by Denver and other Colorado flouring mills, is manufactured into flour right here in our own state and large quantities of the manufactured product is sold in every southern state from Arizona to Florida. This they are enabled to do on account of the favorable milling in transit rates from the northwest to the southeast.

Have any of you eastern men ever gazed upon a field of ripe, yellow wheat in midsummer in Colorado? Especially when the field is flanked on one side by a luxuriant green field of alfalfa as green as the shamrocks of Ireland and on the other side by a beautiful well-tilled field of sugar beets and on the front by a field of potatoes with rows of dark green vines straight as an arrow and having for a back ground the rugged snow capped Rockies?

If not you have missed seeing one of the finest bits of landscape in the world.

The visitors from Nebraska will tell us about the royal corn, that glorious grain within whose yellow heart there is a health and strength for all the nations. A food that not only fattens our lambs but also sustains the warrior in battle, the poet in song and strengthens everywhere the thousand arms that work the purposes of life. It is said that King Corn wears a crown prouder than monarch ever wore.

The toasts of this evening are informal. Let us exchange roses of friendship and good fellowship and forget all about the stings and arrows that we ever have hurled at each other through the mails, forgetting that we ever had any complaints of shortages, grades and broken contracts.

Gov. J. F. Shafroth addressed the dealers on Colorado Agriculture, in which he claimed a larger yield of wheat, per acre, for Colorado lands than in any other state.

A. McClelland spoke to the dealers of foreign lands; C. T. Bell, H. H. Seldomridge and H. E. Johnson also addressed the dealers.

The evening was thoroly enjoyed by all so fortunate as to be present, and no doubt will go far toward establishing confidence among Western dealers.

#### Saturday's Session.

Saturday's session was called to order by Pres. Ady at 2:15 p. m. He called for the election of officers with the following result:

Pres., A. McClelland, Pueblo; Vice-Pres., H. H. Seldomridge, Colorado Springs; Treas., T. L. Jamison, Trinidad; Sec'y, G. S. Clayton, Denver. Directors: C. F. Bell, Greeley; H. F. Savage, Denver; T. L. Jamison, Trinidad; G. E. Ady, Denver.

C. F. Bell addressed the meeting on "Selling Direct to Consumer."

T. F. Savage addressed the meeting on Railroad Claims.

John L. Barr read a paper on Arbitration from which we take the following:

#### Arbitration.

The necessity for arbitration does not always indicate disagreeable complications. In no other line of merchandise, perhaps, are qualities so varied, nor is there so wide a possibility of difference of opinion, honest difference of opinion, as in ours; and, we regret, an excellent chance for dishonest juggling of grades and weights.

It is most desirable, in trade of any kind, that all parties concerned be confident of full justice in all commercial transactions. The value of what a thoroly reliable arbitration committee or board may do cannot be overestimated. They should be men of known experience and judgment in business, competent judges of the qualities and general worth of all kinds of grain, and men of recognized integrity, in which case their influence on the general tone of our business methods would soon be felt.

In case of a grievance, both sides in the argument could appeal to such a body of men, trusted alike by all, the difficulty be plainly laid before them in all its phases, and their judgment would surely and amicably settle it. They could impartially judge of the grade, weight and quality of the grain in question. Under their surveillance no dishonest methods could flourish, being surely uncovered by just investigation.

The knowledge among shippers that such a committee exists would raise confidence in and esteem of the general grain trade in our state.

This spirit of confidence among shippers is most valuable, especially among those who ship to Colorado. This committee would give them a most comfortable assurance of honest consideration. They need

not feel that the personal opinion of a buyer, perhaps overprejudiced for his own gain is the only opinion they have, or the court of last appeal.

Let us select for this committee the best men we have—men who have the highest respect of us all, whom we trust, then let us trust them. Let their judgment be final. Let us withhold criticism or suggestion not absolutely necessary. When we ask such men to serve for us as judges let us be sure their judgment comes from wise and thoughtful decision. Let us appreciate faithful service, such as this, by working with them, every man his best. Beyond doubt the good name of the Grain Trade in Colorado will be so established that immeasurable benefits will result.

Almost without exception every case among the Denver dealers on which the Arbitration Committee has been asked to act, has been settled to the entire satisfaction of all concerned. In fact, it has been a pleasure to see how easily and equitably several apparent controversies have been settled when the committee met and talked over with those among us who had differences to present. The same thing has been true of a number of outside cases with Nebraska and other shippers, all parties being perfectly satisfied with the decision of the committee.

It is sincerely hoped that every member will make use of this Arbitration Committee by submitting true, honest type samples if the committee cannot be on the ground, for the more work you give this committee the greater the benefit to the Ass'n from its existence.

B. A. Lockwood, of Des Moines, Ia., ex-pres. of Grain Dealers Natl. Assn., delivered a short talk on weights and grades of wheat.

The question arose, "What are shippers' weights and grades?"

G. E. Ady: We have already considered the shipper the man who really ships the grain.

N. B. Updike: In my opinion shippers weights and grades mean the place where the grain is originally shipped from.

E. J. Smiley: I believe the only solution to this problem of weights and grades is to organize a Board of Trade and have official inspectors and official grades. Then everything going out of this gateway would be Denver weights and grades.

G. E. Ady: I move that the shippers weights and grades are specified to mean the weights and grades of party selling the grain.

C. F. Bell: I move that motion be amended to read as follows: That the Colorado Grain Dealers define the term "Shippers Weights and Grades" as appearing in ordinary contracts in the purchase and sale of grain to mean, *sellers weights and grades*, or such weights and grades as the seller shall consider reliable and which he, the seller, is willing to accept, endorse and underwrite as his own. Carried.



Grain Dealers at Denver Meeting Feb. 26.



The following resolution was adopted:  
**Against Sacking in Less Than Cwt. Packages.**

Resolved, That it is the sense of this meeting that all grain dealers and feed manufacturers should refuse to furnish to any retail dealer any feed of any kind sacked to weigh less than one hundred pounds per sack.

The intent of this resolution being to discourage the action of some retail dealers in ordering feed sacked to weigh 90 to 95 lbs. per sack and then retailing it for 100 lbs., and in case of detection, placing the blame for short weight on the manufacturer or wholesaler.

The motion was carried and the meeting adjourned.

## Convention Notes.

The best and largest attended meeting held by the Ass'n.

Rankin Bros. presented the dealers with a beautiful celluloid blotter.

Cigars were distributed among the dealers the first day of the meeting.

Colorado Springs was represented by H. A. Robinson and H. H. Seldomridge.

Pueblo dealers in attendance were A. McClelland, J. F. Sprengle and P. A. Cessna.

Trinidad dealers in attendance were R. E. Patterson, E. P. Conger, and T. L. Jamison.

Wyoming was represented by E. S. Johnston, Cheyenne; A. W. Augspurger and Geo. H. Hunt, Laramie.

P. H. Pelkey and A. Barry, "The heavenly twins," were on deck and always ready to show the dealers a good time.

Colorado dealers in attendance were A. H. Barth, Arvada; E. W. Burke, Kersey; W. W. Campbell, Cripple Creek; J. C. Dedalon, Golden; J. L. Eaches, Ft. Morgan; J. R. Forsyth, Longmont; M. L. Losey, Eaton; H. A. Lovejoy, Berthoud; O. L. Mitten, Wray; W. C. Moore, Ft. Collins; F. C. Sporleder, Walsenburg; C. E. Williams, Berthoud; W. A. Young, Leadville.

B. P. Ordway presented the dealers with lead pencils on which was printed "Avery Scale Co., No. Milwaukee, Wis."

Saturday evening all the dealers in attendance were presented with tickets to the Orpheum Theatre, where a good vocal performance was presented. Denver dealers were all present.

Omaha was represented by A. Abbott, rep. Nye, Schneider-Fowler Co.; N. B. Updike, of Updike Grain Co.; E. S. Westbrook, of Trans-Miss. Grain Co.

Kansans in attendance were, P. H. Pelkey, rep. P. H. Pelkey Construction Co. of Wichita, and E. J. Smiley, Sec'y Kansas Grain Dealers Ass'n, Topeka.

J. W. Hiler, representing Vanderslice Lynds Co., Ben P. Ordway of the Avery Scale Co., and C. R. McCotter, Grain Dealers Fire Ins. Co., were the live wires from Kansas City.

Geo. E. Ady looked good to the beautiful young actress at the Orpheum, as she turned the flash light on him twice when singing "Won't you come and splash with me?"

Nebraska dealers in attendance were J. M. Rankin, Cambridge, W. T. Barstow, Lincoln, John Lemmer, No. Platte, Neb.; E. J. Slater, Lincoln; Geo. P. Bissell, Central City; C. E. Pearse, Madison; Frank F. Roby, Kearney.

## New Grain Storage Plant at Johnson City, Tenn.

We illustrate herewith a reinforced concrete storage elevator and smoke stack which were designed and erected by the Macdonald Engineering Co. for the Model Mill Co., of Johnson City, Tenn. Both the elevator and stack were built entirely of reinforced concrete.

Concrete for grain storage gives excellent results and is rapidly replacing all other materials for the construction of smoke stacks. No other materials offer such strength, durability, safety from damage by fire, water and the elements,

and consequently low insurance rate and low cost of maintenance as reinforced concrete. The contractors use an improved system in handling this material which brings the first cost of buildings of this character in sharp competition with that of other materials and in nearly every case may be built practically as cheap as in wood. Another important factor in the erection of buildings of this kind is the time required for their erection. It may be safely said that no other materials can be obtained, delivered on the site and erected in the same time that is possible with concrete. The buildings herewith illustrated required just sixty days for their erection. The smoke stack shown is four feet in diameter and one hundred feet high and was erected in ten days, including the foundation.

The elevator has a storage capacity of 50,000 bus, and consists of ten circular tanks 12' in diameter and 50' high, each holding 4,400 bus. The interspaces formed between the cylinders are also used for storage and each holds 1,200 bus. The building is intended for the storage of grain to be used in the Model Mill. The grain is received by suitable elevator machinery at the mill and transferred through the overhead gallery into the storage bins by means of screw conveyors. As the grain is required for milling purposes, it is returned to the basement of the mill by means of a screw conveyor constructed in a tunnel formed in the foundation under the bins. All bin bottoms are hoppers so that the grain will flow freely from the bins and leave no residue.

Twisted bars of 1/2" diameter were used for the reinforcing of the cylinders both in the horizontal and vertical courses. The windows were made with metal frames and sash and glazed with 1/4" wire glass. No wood of any kind or quantity has been used in the construction, consequently the building as it stands represents the highest efficiency in respect to fire resistance, strength and durability.



New Concrete Grain Storage Bins of Model Mill Co., Johnson City, Tenn.



# Grain Trade News

## ARKANSAS.

Berryville, Ark.—The Berryville Mlg. Co. is preparing to make extensive improvements this summer, including a 26,000-bu. storage eltr. and a 90-h.p. engine.

## CALIFORNIA.

Visalia, Cal.—The California Alfalfa Co. is planning to build an alfalfa mill here.

Woodland, Cal.—J. C. Henderson, pres. and general mgr. of the California Alfalfa Co., has been here discussing with farmers and business men the establishment of an alfalfa mill, which will require from 2,000 to 3,000 acres of alfalfa to keep one of 30-ton capacity in operation. His company now has a mill at Merced and is endeavoring to arrange for one in every county of this state where the supply of alfalfa is sufficient to keep one in operation.

## CANADA.

Edmonton, Alta.—The Great West Eltr. Co., Ltd., has incorporated.

Lacombe, Alta.—The Lacombe Produce Co. has bot the eltr. here of the Alberta Grain Co.

Calgary, Alta.—The Globe Eltr., Calgary's first terminal eltr., is now open for business with a capacity of 500,000 bus., that will eventually be increased to 1,000,000. It was built under the supervision of the John S. Metcalf Co. Its working house, having a capacity of 150,000 bus., contains 40 bins and has the usual equipment of a terminal in addition to a complete sacking plant and facilities for steam-rolling barley and other grains. Machinery is operated by electric motors. The 10 storage tanks of re-inforced concrete are 25 ft. in diameter and 100 ft. high. This eltr. raises Calgary's storage capacity to 1,150,000 bus., as follows: The Globe Eltr., 500,000 bus. capacity; Calgary Mlg. Co., 250,000; Western Mlg. Co., 150,000; Brackman-Kerr Mlg. Co., 150,000, and the Calgary Brw. & Malting Co., 100,000 bus.

## CHICAGO.

The rate of interest on advances against grain Bs/L during March has been set at 6%.

The Corn Products Co. is erecting concrete grain storage tanks of 2,000,000 bus. capacity at Argo as part of its great glucose factory.

Another delay in the bankruptcy proceedings against John Dickinson, who failed last year for \$215,000, has been caused by his offer to pay all his creditors 15% of their claims, on the ground that, as the litigation against him is costing considerable, it would be more profitable for them to take this small sum now than less afterwards.

The indoor baseball team of Bartlett, Patten & Co. defeated that of the Armour Grain Co. in the evening of Mar. 4 by a score of 13 to 10, thereby winning the championship of the Board of Trade league. Heavy hitting marked the contest. Both teams were tied at the end of the schedule and played one game to decide the championship.

James Crighton and David S. Lasier have formed a partnership to do a general grain commission business under the firm name of Crighton & Lasier. Both members of the new firm are well known on the Board of Trade.

Capt. Frank W. Sherwood, elected to membership in the Board of Trade Mar. 1, will go with W. H. Lake & Co. As assistant mgr. of the Western Union on the floor several years, he acquired a wide acquaintance among members.

O. H. Patterson of the grain commission firm bearing his name, that failed Jan. 15, was expelled from the Chicago Board of Trade March 1 for making contracts with members while his firm was insolvent. He had been a member about a year.

The death of Warren R. Buckley of Peoria was announced on the Board of Trade March 1. His brother Charles W. Buckley of Chicago, also a member of the Board of Trade, will succeed to his business at Peoria but will retain his headquarters here.

Robert Bebb's suit to restrain Chief Grain Inspector Cowen from competing with the receivers' agents in the collection and delivery of samples has been dismissed by Judge Windes on the ground that the receivers' agents had no standing in court, having no property rights.

James A. Patten sailed from New York for Europe March 2, "for complete rest," as he explained and added: "My partner, W. H. Bartlett, told me he was going abroad for a brief rest and asked me to go with him. I am going to quit the game; so are my partners George W. Patten and Mr. Bartlett; we are all getting well along in years. My brother has not been in good health for several years. Mr. Bartlett was thrown from his horse while on his ranch in New Mexico about a year ago and has never fully recovered from that injury."

Some of the railroads have placed a little more hay on their team tracks the last few days, which caused a little easier feeling, but from what we can learn most of it is cars that have been held outside by the railroads, one, two and three months. There is still quite a little hay held out by some of the roads for several months, which we believe will be placed now as soon as the roads can make room on their team tracks. Think all this hay will be wanted tho, as country roads will soon be in poor shape, which of course will mean very light receipts to this market.—W. R. Mumford & Co.

Membership in the Board of Trade has been applied for by Arthur Dyer, Harold C. Smith and Edwin N. Cook. Transfer of membership has been applied for by Martin L. Williams, Carl B. Mueller, Theodore Schwartz, Ira D. Hough, Herman Petersen, Charles Griffin, and the estate of Warren R. Buckley. The directors recently admitted to membership Frank W. Sherwood, W. H. Dickinson, F. R. Mueller, F. G. Winter, C. H. Bacon, T. H. Pletsch, Walter A. Long, Miner T. Ames, Stuart Logan, Fred J. Levering and Walter G. Wareing. A membership sold recently for \$3,125 net to the buyer, of which the seller received \$2,900.

The proposed amendment to change the closing time for the regular sessions of the Chicago Board of Trade from 1:15 p. m. to one o'clock was defeated Mar. 3, by a vote of 350 to 144. The amendment had been requested by the Council of North American Grain Exchanges and the Grain Dealers National Ass'n.

A proposed amendment to the rules of the Chicago Board of Trade provides that no firm or individual shall be admitted to the privileges of the clearing house without the consent of the directory in addition to examination by the clearing-house committee. Suspension of such members from clearing-house privileges may be made by the directory on recommendation of the committee, providing the recommendation receives 12 affirmative votes.

A concerted attempt to establish a dockage of one lb. per 1000 was made Mar. 1 by the elevator buyers and members of the Grain Shippers Club, for alleged "natural shrinkage, loss of weight due to handling and unloading and the amount of dust and dirt found in the cars." Immediately the directors of the Board of Trade unanimously adopted a resolution that such action was a violation of the rules of the Board; whereupon some buyers undertook the deduction of \$1 per car. Refusal of commission merchants to sell on these terms led to 400 cars being carried over unsold; but next day the buyers gave up the fight and sales of grain have since been made as formerly without dockage.

The firm of Bartlett, Patten & Co. will be incorporated July 1 with its name changed to the Bartlett-Patten Co. The present partners will be stockholders and Frank P. Frazier, who retired from the firm of Bartlett, Frazier & Carrington, July 1, 1908, will become a stockholder in the new corporation. James A. Patten, W. H. Bartlett, and Frank P. Frazier came to Chicago in 1875 and bot memberships on the Board of Trade. For years they acted as floor brokers and independent operators on a small scale. Later they formed the commission firm of Bartlett, Frazier & Co. The firm of Bartlett, Patten & Co., formed July 1, 1908, was made up from the firms of Bartlett, Frazier & Co. and Carrington, Patten & Co. Its present members are William H. Bartlett, James A., George W., and Henry J. Patten, C. B. Pierce, George E. Fuller, William E. Hudson and Edward D. W. Pogue. Mr. Pogue was admitted to partnership last July. After the firm's reorganization in July, James A. Patten, his brother George W. and Mr. Bartlett, whose combined wealth is estimated at \$35,000,000, will leave the active management of the corporation to the other members of the firm.

## COLORADO.

Flagler, Colo.—We have succeeded W. H. Lavington in grain business.—Lavington & Price.

Wray, Colo.—This station shipped out 600 cars of wheat this year, which is more than any other station on the Burlington Ry.

Denver, Colo.—Crescent Mill & Eltr. Co. received a car of corn on Feb. 24 which contained 97,000 pounds. The capacity of the car was 60,000 lbs.

Denver, Colo.—F. C. Ayres Merc. Co. is building an eltr. here, solid concrete structure with a capacity of 200,000 bus. In connection with this they will also build a warehouse 50x300 ft. of solid concrete. Macdonald Engineering Co. has the contract.



## IDAHO.

Nampa, Ida.—The Caldwell Mill & Eltr. Co. has bot the feed and commission business here of Fay Malone and will conduct it under the name of the Nampa Flour & Feed Co., with Mr. Malone as mgr.

Payette, Ida.—The Caldwell Mill & Eltr. Co. will build a 40,000-bu. eltr. here and a warehouse with a capacity of 30,000 bus. of grain besides hay and feed. Construction will begin as soon as the weather permits.

Boise, Ida.—The plans for the new plant of the Boise Mlg. & Eltr. Co. include a 3-story brick warehouse and steel tank storage for 100,000 bus. of grain, also a flour mill with daily capacity of 250 bbls.; construction to begin at once.

Twin Falls, Ida.—The Twin Falls Mlg. & Eltr. Co., that has eltr. branches thruout this district and in Salt Lake City and Denver, is planning to build a 3-story warehouse and a 300-bbl. mill near its present eltr. plant, to be completed by October. The grain warehouse will have sufficient storage capacity to keep the plant in operation thruout the year. All machinery will be operated and grain handled by electrical power. Estimated cost will approximate \$125,000.

Boise, Ida.—In an opinion in the case of the State of Idaho vs. W. J. Hansel convicted of making an unlawful sale of grain stored in a warehouse, the supreme court affirmed the judgment of the lower court, Feb. 22, and sentenced him to the penitentiary. The unavailing plea was made on the appeal that the receipt given for the grain had not been of the form required by law. The syllabus, which lays down the law in Idaho the first time in that class of cases, explains that "under the provisions of the statutes regulating the duties and obligations of warehousemen and prescribing the penalty for violation it is made a felony for any one operating a warehouse to sell any grain stored therein without first obtaining the written consent of the owner and holder of the warehouse receipt which has been issued for such grain, and in a prosecution for a violation of the statute the act itself of selling the grain constitutes the crime, and the motive or intent with which the sale was made is immaterial and constitutes no defense."

## ILLINOIS.

Buckingham, Ill.—Otto Gross has succeeded Herscher & Gross.

Danvers, Ill.—Levi Johnston will soon erect a new eltr. to replace the one burned.

Campus, Ill.—The capital stock of the Campus Grain Co. has been increased from \$8,000 to \$12,000.

Remember the 17th annual convention of the Illinois Grain Dealers Ass'n at Decatur, June 7 and 8.

Prentice, Ill.—The Prentice Farmers Eltr. Co. has installed a Hall Signaling Grain Distributor in its eltr.

Breckenridge, Ill.—The Berry & Breckenridge Farmers Grain Co. has increased its capital stock from \$5,000 to \$13,000.

Papineau, Ill.—R. F. Cummings of Clifton has taken possession of his eltr, which the farmers had undertaken to operate.

Tucker, Ill.—The eltr. of the Tucker Grain & Coal Co., containing 45,000 bus. of grain, burned Mar. 7; insurance, \$12,000.

Bushnell, Ill.—The eltr. George L. Weirather will build in connection with his new mill will have a capacity of 10,000 bus.

Wedron, Ill.—We handled 297,555 bus. of grain from Feb. 20, 1909, to Feb. 21, 1910.—George W. Hunt, mgr. Wedron Grain Co.

Carmi, Ill.—W. G. Boyer has resigned his position as cashier of the bank to enter the grain business with his father-in-law, Wm. C. Smith.

Thomasboro, Ill.—The Thomasboro Farmers Grain, Lumber & Coal Co. is making improvements among which is a National Automatic Scale and a Constant Safety Manlift.

Franklin Grove, Ill.—The Franklin Grove Farmers Eltr. Co. incorporated for \$15,000 by F. D. Lahman, G. W. Blocher, and I. J. Trostle. An eltr. will either be bot or built here.

Bloomington, Ill.—J. H. Fawver has instituted suit against Charles Bailey to recover loss for failure to carry out his part of the contract on a consignment of grain the plaintiff alleges he purchased from Mr. Bailey.

Morrison, Ill.—My father, Abel Renkes, proprietor of the Morrison City Roller Mills, died in his grain office Feb. 22, of heart failure. The business will probably be continued by his sons, under the same name.—R. Renkes.

Biggs, Ill.—H. L. Jones has bot the lease of S. Eaton on the eltr. here of M. Hoff, which Mr. Eaton has been operating for the Easton Farmers Grain Co. in addition to his general store included in the sale. The new owner took possession Mar. 1.

Arcola, Ill.—John Quinn, who has had charge of the eltr. of the Mattoon Farmers Grain Co. for some time, has bot the eltr. here of Cuppy Bros. and will handle grass seeds in addition to grain. He will move his family here in April.

Brocton, Ill.—I. N. Cooley paid \$7,000 for the third interest he recently purchased in the Brocton Eltr. Co. When his term of office as county treasurer expires he will move here to take charge of the business. Mr. Carroll, who sold to Mr. Cooley, will go on a farm.

Alton, Ill.—Heavy steel beams have been placed in position to brace the front wall of the eltr. of the Stanard-Tilton Co., that settled more than a foot and caused other buildings to sink. That they are still sinking is evidenced by occasional falls of brick from their walls.

Pekin, Ill.—The Peoria & Eastern started its seed and soil special train from this station Feb. 28. Every land owner on the line has been invited to attend the lectures one hour in the day at the place where the special stops, and it will halt at most of the prominent points on both divisions of the road.

Champaign, Ill.—The C. C. C. & St. L. Ry. Co., "the Big Four," ran its seed and soil special lecture train over its Illinois lines Feb. 28 to Mar 5 inclusive. A force of lecturers from the U. of Ill., headed by Dr. C. G. Hopkins, the soil expert, was aboard. Printed matter pertaining to the subjects discussed was distributed after the lectures.

Callaway sta., Taylorville p. o., Ill.—The eltr. of Twist Bros. burned in the afternoon of Feb. 24, destroying about 7,000 bus. of grain, including a loaded car on track. The eltr. contained 5,600 bus. of corn. The fire is believed to have originated in a hot box in the engine room that was ablaze when the fire was discovered. The eltr. was built two years ago at a cost of \$12,000 and was up-to-date in every respect. Total loss, \$15,900; insurance on eltr., \$5,000. Twist Bros. will rebuild

Davis Junction, Ill.—Some night prowler broke into the eltr. recently and damaged the safe which was not locked, but in trying to open it the door became locked; then a sledge was used, the knob broken off and the door battered up, tho nothing of value to the thief was in the safe.

Ridge Farm, Ill.—The National Eltr. Co. has bot suit against Lamson Bros. of Chicago to recover \$5,000 that Asa Hathaway, now in the Chester penitentiary, pleaded guilty of appropriating. It is alleged he spent the money in deals on the Chicago Board of Trade thru the defendants' firm.

Stone sta., Rock Falls p. o., Ill.—The eltr. here of the Neola Eltr. Co., that has been under the management of W. F. Steadman of this village, will hereafter be managed from the company's office at Harmon, as the amount of business done here does not justify the employment of an agt. Those who wish to sell grain to this eltr. can call by telephone for Harry M. Ostrander, the company's agt. at Harmon, and he will either come or send his assistant to receive the grain at this eltr.

Cissna Park, Ill.—M. C. Yeazel, a farmer in this vicinity, recently bot suit against S. M. Rose, the grain dealer, for \$449 for grain. Mr. Rose thereupon filed suit against Yeazel, Mrs. R. K. Rose, Louella C., Martha J. and W. C. Rose, stating that he bot Yeazel's grain and has the money to pay for it; but that the Roses have a lien on the fund for rent, so he can not settle with either party until the other is out of the way, hence he asks the court to decide to whom the money belongs.

Peoria, Ill.—Warren R. Buckley died Mar. 1 after an illness of about nine months. He was born in this city and spent the 55 years of his life here. He started in the grain trade in 1873 with A. Young & Co. and succeeded to their business three years later; since then the firm has been Buckley, Pursley & Co. Mr. Buckley was one of the most companionable men in the grain trade and an excellent story teller. He never married. His brother, Charles W. Buckley of Chicago, will succeed to his business here.

Peoria, Ill.—At the annual convention of the Farmers co-operative eltr. companies of Illinois it was decided to hold the next annual meeting at Springfield. A resolution was adopted that "We denounce as unfair and inequitable the present method of discount subject to the moisture test, thus making a discount of grains on 19 1-10 moisture corn, equal to corn showing 21 9-10 per cent moisture. A resolution was adopted protesting against the attempt of buyers at Chicago to establish dockage on carload lots of grain. Thos. J. Lamb of Bement was elected pres.

Saunemin, Ill.—The jury returned a verdict of \$200 damages for the Saunemin Eltr. Co. in its case against Peter N. Diemer, tried recently in the circuit court at Pontiac. The case grew out of Mr. Diemer's failure to deliver 8,000 bus. of corn the company claimed to have bot of him Apr. 30, 1908, at 60½c per bu., to be delivered on or before May 15. The price advanced and corn sold on the Chicago Board of Trade on that date for 75c. The company claimed it had sold the corn and, as a result of Mr. Diemer's failure to deliver, had to make good at a loss. It entered suit against him for about \$1,100 damages, altho Mr. Diemer was a stockholder and a director of the company at the time of the transaction. The first time the case was tried the jury disagreed.



Lawrenceville, Ill.—About midnight of Feb. 24 flames were observed shooting from the basement windows of the plant of the Horner Eltr. & Mill Co., which operated a feed department in connection with its flour mill. The building was destroyed at a loss of about \$6,000 to the owners, George Gordon and C. B. Eylat, who came here from Noble, Ill., about three months ago. They carried some insurance. No work had been done at the mill that day tho a fire was under the boilers in another part of the basement. As the office stove stood immediately above the point where the flames were first seen the fire in that is supposed to have started the blaze.

Springfield, Ill.—The Ill. R. R. & Warehouse Commission rendered a decision, Feb. 23, making it the duty of railroads when accepting freight to route it so it will be carried at the lowest cost to the shipper regardless of whether the shipper makes a special request for such routing. This was in a case against the C. & N. W. R. R. for collection of excess freight charges on a car of scrap iron the shippers had billed from Evanston to Kewanee. It was sent via Sterling at a charge of \$1.40 per ton. The shippers claimed they had directed it sent over the Burlington via Chicago at a rate of 95c per ton. The railroad company denied any directions as to routing and contended that in the absence of specific directions it could route over any road it chose. Without discussing the truth of the shippers' statement the commission rendered the decision that will have the effect of abrogating mutual agreements whereby the railroads favor one another at shipper's expense.

## INDIANA.

'Summitville, Ind.—O. C. Gordon recently suffered a fire loss of \$3,000.

Milroy, Ind.—I recently replaced my 10-h.p. gas engine with a new 25-h.p. Olds.—W. M. Bosley.

Plainville, Ind.—Killion Bros. will begin the erection of a new eltr. and mill combined, as soon as weather permits.—J. D. Myers.

Boswell, Ind.—The Boswell Grain Co. incorporated by Charles Menefee, Samuel Noll, O. P. Smith and four others; capital stock, \$14,000.

Warren, Ind.—Wm. Alexander, who has worked at Warren eltrs. for the last 30 years, has resigned his position to retire from active service.

Benham, Ind.—The Benham Mfg. Co. incorporated to operate grain eltrs. and flour mills; capital stock, \$7,500; directors, Samuel S. McCoy, John Licking and Lafayette Benham.

Frankfort, Ind.—I purchased thru John A. Rice the eltr. on the Monon of the Frank Kelley Grain Co., Mar. 7; will take possession Mar. 14 and operate it under the name of Ed Lee & Son.—Ed Lee, formerly at Colfax, Ind.

Evansville, Ind.—The misinformation as to our building for more grain-handling facilities has no doubt been circulated on the strength of a recent purchase of some property, adjacent to railroad, by one of our firm.—Paul Kuhn & Co.

Dayton, Ind.—Frank Menefee died suddenly, Feb. 20, at a hotel in Biloxi, Miss., where he had gone a few weeks ago for his health, accompanied by his brother. His widow and two married daughters survive him. His son-in-law, M. Y. Cassell, took over the management of his eltr. here early this winter.

Brice sta., Portland p. o., Ind.—A firm of scoopers has loaded a few cars of corn here this winter. This point is 6 mi. west of Fort Recovery, O.

Wabash, Ind.—While working at the eltr. of W. A. Elward, Feb. 22, Francis Garrison fell about 20 ft. into a bin and was badly bruised but not seriously injured.

Indianapolis, Ind.—John W. McCardle has begun the study of law and says he will continue until he is fully prepared to practice should he so desire. His duties as a member of the State Board of Tax Commissioners necessitate some knowledge of the law. In his early youth he wanted to study law with a cousin in the East, but was unable to do so and hired as a farm hand at \$6 a month and board.

Fort Wayne, Ind.—The regular monthly meeting of the Northeastern Indiana Hay and Grain Producers & Shippers Ass'n was held here in the evening of Mar. 1. Among the addresses on the program were: "Why Hay and Grain Should Be Bot on Grades" by E. M. Wasmuth of Roanoke; "How We Should Handle the Scoop Shoveler," T. A. Sloan, Ossian; "What About the Established Shipper Who Does not Join?" R. A. Brown, Huntington.

Berne, Ind.—After much suffering with what was pronounced a dislocated shoulder C. G. Egly had the bandages removed and the doctor then discovered a fracture of the scapula that put Mr. Egly back into bandages for three more weeks. On his next release from bandages he went to Fort Wayne to consult a physician who discovered another fracture at the end of the humerus, and it will be some time yet before he can use his arm. He reports himself getting along fairly well now.

Indianapolis, Ind.—John R. Gray, who was formerly in the commission business here as John R. Gray & Co. until the failure of the oats crop made it impossible for the firm to fill its sales of new oats, has started a new commission firm. Mr. Gray writes: "In January we sold the Pennsylvania & Supply business to the Indiana Eltr. & Coal Co. Since that time we have been organizing a commission firm under the name of Gray-Chalk Co., incorporated with \$5,000 and the same stockholders as in the Pennsylvania Eltr. Co. We intend to do a general commission and brokerage business with offices in the Board of Trade bldg."

Roby, Ind.—An explosion, Mar. 7, in the dry starch room at the plant of the American Maize Products Co., injured 21 men, 13 dangerously, probably killed two that are missing, and caused a property damage estimated at \$50,000. The dry starch house of the sugar-refining plant was a 3-story brick building 100 ft. square, connected by an aerial passageway with the 1-story storage house, 200x100, which was also wrecked but not burned. Thirty-three kilns, each 80 ft. long, were in the dry starch house, the air of which was filled with fine dust. P. L. Sanger, superintendent of the plant, believes that one of these kilns became overheated, setting fire to the dust and causing the explosion shortly before six o'clock when the night shift goes on. The American Maize Products Co. built its plant here three years ago at a cost of about \$1,000,000. It now employs about 350 men, 30 of whom were at work in the dry starch room when the explosion occurred, the force of which broke windows in South Chicago and Hammond, three and five miles away.

Elwood, Ind.—We intend to build a 20,000-bu. cribbed eltr. here as soon as spring weather will permit. The main house will be 36x36 ft., with side bin attached for 3,000 bus. ear corn, also cob house and dust house attached. Plant includes new office of flour house, all on our own ground, having heretofore been located on R. R. ground. Old buildings will be torn down after erection of new. The eltr. will be equipped with two sets of eltrs., each having 16x7 buckets. On the working floor we will install a 1,500-bu. automatic scale. Electric motors will furnish power.—C. S. Miller, Jay Grain Co.

Logansport, Ind.—On petition of Schladerman Bros. of Seafield, Small Bros. of Walton, and Wilkinson & Co. for a receiver for the Johnson Grain Co. operated by John F. Johnson, whose dead body was found in the Wabash River, the Logansport Loan & Trust Co. was appointed Feb. 21. The petitioners are creditors for \$4,500. Examination of the books showed that Johnson did business with 21 commission houses. Each of them were notified to sell all grain holdings of the Johnson Eltr. Co. A St. Louis house reported 4 cars of grain in storage for the Johnson Co., almost all of which had been drawn. A \$500 note was found payable to Johnson from a grain dealer near Ft. Wayne. A bank at Amboy, Ind., holds a second mortgage for \$5,200 on Johnson's two farms. The Conn Grain Co. has a check for \$600 signed by Johnson; G. W. Sweet of Royal Center, Ind., has one for \$1,000; the Sharp Eltr. Co. of McGrawsville has one for \$700; and Harry Garrison, John Knox and H. G. Flinn of Converse sold Johnson grain and are creditors for probably \$5,000. C. H. Ferrier of Knox, C. Cunningham of Mentone and others have entered claims. It is estimated the losses will aggregate \$20,000, tho that amount may not become public as some grain men, seeing recovery impossible, will take no action. One creditor said: "Johnson was no more behind with me on his last deal than he was many another time and always made good. Whenever his purchases paid out I was reimbursed as fast as he got the money, and since he furnished me a quick and satisfactory market I was glad to deal with him." In many instances his open accounts had been running some time. The cause of his death is a mystery. Physicians assured the coroner it was not caused by drowning as no water was in his lungs. They found no bruises on his body to indicate foul play and no signs of poison in his stomach, nor was his neck broken, yet they reported life extinct before his body reached the water.

## IOWA.

Tipton, Ia.—I have taken a partner and we will operate under the firm name of Little & Duncan.—W. W. Little.

Waterloo, Ia.—W. J. Peddicord succeeded E. R. McDonald, Mar. 1, as mgr. of the Waterloo & Cedar Falls Union Mill Co.

Cedar Rapids, Ia.—The Chicago, Milwaukee & St. Paul R. R. Co. has placed an embargo on shipments of corn consigned to Douglas & Co.

Greenfield, Ia.—George W. Van Camp has bot a half-interest in the grain and coal business of D. O. Walsworth, and will be an active member of the firm.

Sioux City, Ia.—Jas. McKoane, office manager of the M. T. Shepherdson Grain Co., is bereaved by the death of his mother, Mrs. Jas. McKoane, at Pontiac, Ill.—B.



Pierson, Ia.—We have installed a new Richardson Automatic Scale of 1,500 bus. capacity and a new steel direct spout in our eltr. this spring and expect to make other improvements before another crop.—S. O. Jackson, mgr. Farmers Eltr. Co.

Keystone, Ia.—I bot this eltr. from F. A. H. Greulich, for whom I worked 19 years. J. W. Johnson formerly rented it from Mr. Greulich and I managed it for Mr. Johnson for 2½ years. After Mr. Johnson's death his widow gave possession.—Jacob Hinz.

Des Moines, Ia.—Prof. Holden, the state corn expert, has urged the ministers of Iowa to preach on the subject of seed corn and the importance of taking care to plant good seed that will insure a good crop. He has suggested a number of appropriate texts to stir up the people to prevent crop failure.

Jolley, Ia.—The Farmers Eltr. Co. of this place has brot suit against M. L. R. Tankersley, George B. Whittemore, and R. B. Kent, who compose the Central Grain Co., for \$254.28. The eltr. company alleges it sold the grain company two carloads of oats and one of corn for \$1,954.28 and has received only part of that sum.

Sioux City, Ia.—A new tariff, important to those interested in Sioux City's grain-rate struggle against the railroads, was received at the offices of the Northwestern R. R., Feb. 19, granting thru rates with cleaning-in-transit privileges at this city from all South and North Dakota points touched by the C. & N. W. R. R. to Knight's Key, Fla. This tariff has been under consideration for some time for the sole benefit of Sioux City. The point of destination, Knight's Key, is important as it opens a new territory, Cuba and other points easily reached from Florida. One of the chief complaints of the local organizations struggling for better grain rates is that the field for Sioux City grain men is too narrow. Heretofore grain shipments for Knight's Key and other points in that territory have passed directly thru Sioux City to Chicago and then south when the shipment can be made directly south from here. When the new rates were granted from Dakota points to Memphis and Cairo a year ago grain shipments to those points showed a material increase from the start, and the same is expected of this new rate which does not state any specific time grain may remain here while in transit, hence rate men allege that eltr. operators can suit themselves about the time in which to complete the shipment of grain cleaned here while en route south.

## KANSAS.

Benton, Kan.—I own and operate an eltr. here.—G. G. Wiechen.

Salina, Kan.—Frank Brendle is considering building an alfalfa mill here.

Rexford, Kan.—Henry Westerman of Kensington will build a 25,000-bu. eltr. here.

Germantown, Kan.—I am out of the grain business for 1910.—J. E. Winterscheidt.

Topeka, Kan.—The Mid-Continent Mills will build cement tanks for additional storage.

Colby, Kan.—I am figuring on installing a car loader and an automatic scale.—J. D. Jacobs.

Frankfort, Kan.—The Lincoln Grain Co. has purchased the 20,000-bu. eltr. here of Clift & Nuss.

Garden Plain, Kan.—John Pauly, Jr., has just bot the eltr. here of L. E. Kiefner.—G. G. Wiechen.

Walker, Kan.—E. Dreiling & Son have bot the eltr., grain and coal business and lumber yard of Wm. Shrinkler.

Wilroads, Kan.—W. H. Gould has just completed his eltr. here, capacity 25,000 bus.—Dodge City M. & E. Co., Dodge City, Kan.

Robinson, Kan.—I have bot the eltr. here of J. H. Dougan & Son and will take possession before the end of March.—G. G. Wiechen.

Wichita, Kan.—The E. G. Rall Grain Co. has closed its Wichita office and Fred Dymock, its former mgr., has taken a position with the A. R. Clark Grain Co.

Dodge City, Kan.—I have succeeded C. E. Wyatt as manager of the Farmers Eltr. Co. here. I was formerly agt. for W. W. Miller & Sons at Waldron, Kan.—W. P. Kleson.

Denton, Kan.—The eltr. I purchased here and leased to G. W. Helm is located on the C. R. I. & P. It is up-to-date and has a capacity of 20,000 bus.—J. E. Winterscheidt, Horton, Kan.

Pratt, Kan.—I have succeeded E. O. Baily as mgr. of the Farmers Union Grain & Coal Co. He resigned this position to take one with the A. R. Clark Grain Co. at Coats, Kan.—Chas. Cooper.

Olmitz, Kan.—A. Reid, who has had charge of the eltr. of the Lindsborg Mill & Eltr. Co., will go to Claffin to take charge of its eltr. there. Martin Paulus will likely succeed him here.

Frizell, Kan.—We have just finished a new 21,000-bu. house equipped with the Hall System thruout, also a Richardson Automatic Scale, Eureka Cleaner and 25-h.p. Columbus Gasoline Engine. Our company was organized June 1 and to date we have handled 130,000 bus. of grain. With our old and new houses we can store 30,000 bus.—Perry S. White, mgr., Frizell Grain & Supply Co.

Oberlin, Kan.—For several years carload shippers on the B. & M. west of Norton have been trying to get a connecting switch between the Rock Island and the Burlington and Oberlin people have pushed the matter before the state board of R. R. Commissioners, which has ordered the connecting switch put in within 90 days at Calvert, a small station east of Norton. Oberlin, Kanona, Norcatur, Norton, Oronoque and other towns will profit by this switch. Oberlin people claim that every bushel of export wheat shipped out of Decatur County means a saving to the shippers.

Hutchinson, Kan.—Rivets in three seams of the new steel tank at the plant of the Larabee Mfg. Co. gave way about 5:30 in the afternoon of Mar. 1. The wheat ran out so slowly workmen had time to clean up the debris at the foot of the tank, so not much rubbish was mixed with the grain. When it was found the leak could not be stopped a number of freight cars were backed up near the tank to keep the wheat together as much as possible. When tank broke, about 35 ft. from the ground, it contained 45,000 bus. of wheat, more than half of which had leaked out by the next morning. Supt. John Stephens said: "No one is to blame as I know. Of course the rivets in the seams of the tank might have been a little stronger and a double row could have been put in. We will have the grain back where it belongs in a few days."

The intent of the new Kansas law for taxing eltr. property and stocks is that the average quantity of grain on hand for the month shall be taken. This is estimated by computing to the end of the month the days of each purchase and then reducing from the aggregate the total number of days of sales also computed from each date of sale to the end of the month; the difference divided by the number of days in the month will give the average for the month, which should again be divided by the number of months thru which the business is conducted. Thus, 2,000 bus., purchased Mar. 1, multiplied by the 30 days it is on hand during March amounts to 60,000 bus. for that day's purchase but is partially offset by 4,000 bus. sold Mar. 20, multiplied by 10, the number of days not on hand in March.—E. J. Smiley, sec'y Kan. G. D. Ass'n.

## LOUISIANA.

### NEW ORLEANS LETTER.

Carload receipts of grain in New Orleans for February were 31 cars wheat; 457 cars corn; 189 cars oats and 485 cars hay.

New Orleans, La.—Shipments from this port during the month of February included 32,504 bus. wheat and 681,107 bus. corn compared with 106,243 bus. wheat and 887,571 bus. corn shipped in Feb. 1909. All the wheat exported in Feb. of this year went out in two shipments, one to Antwerp and the other to Hamburg. On board ship not cleared were 2,216 bus. of wheat and 17,142 bus. corn.—W. L. Richeson, chief grain inspector New Orleans Board of Trade.

Looking forward to the elimination of the toll of two pounds per thousand pounds now exacted by the elevators on in-weights, the grain committee of the New Orleans Board of Trade has passed the following resolution: "That in view of the protests received from grain receivers and the custom existing at other ports on this question of dockage, this grain committee disapproves of any dockage whatever on grain received or delivered by the elevators."

The steamship Borgestad, which cleared at this port March 8 for Copenhagen, with a full cargo of corn, 240,000 bus., was accompanied by Mr. E. G. Boerner, of the Grain Standardization, U. S. Dept. of Agriculture. Mr. Boerner is in charge of the specially constructed thermometers and other equipment to be used for the purpose of testing the carrying qualities of both natural and kiln-dried corn, from commencement to completion of the trip and under the various climatic conditions. Daily tests will be made and temperatures will be taken. Mr. Boerner's report will be awaited with interest, this being the initial experiment of its kind.—W.

## MARYLAND.

Mount Airy, Md.—The Mount Airy Lbr. & Grain Co. has taken over the grain, lumber and coal business of E. M. Molesworth.

Baltimore, Md.—George F. Dederer and Elmore B. Jeffery have been elected to membership in the Chamber of Commerce vice J. Austin Dinning and John S. Yeaton.—James B. Hessong, sec'y-treas.

Baltimore, Md.—The directors of the Chamber of Commerce have elected Charles England, William H. Hayward, John H. Gildea, Jr., Louis Muller and Charles S. Schermerhorn as arbitration committee for a year.



Baltimore, Md.—Jefferson Hopps, mgr. of the William Hopps Grain & Hay Co., recently met with a distressing accident while trying to repair the machinery in the feed grinding room. His left hand slipped between the grinders and was so badly crushed it had to be amputated with the exception of the thumb. About twelve years ago he had his right hand caught in a roll and so lacerated it was amputated at the wrist.

Baltimore, Md.—Receipts of grain at this port during the month of February included 202,389 bus. wheat, 2,603,560 bus. corn, 294,187 bus. oats, no barley, 45,638 bus. rye, and 4,442 tons of hay compared with 63,227 bus. wheat, 1,005,800 bus. corn, 176,660 bus. oats, 1,426 bus. barley, 21,949 bus. rye and 4,012 tons of hay received during February, 1909. Shipments included 177,822 bus. wheat, 2,171,829 bus. corn, 20 bus. oats, no barley or rye, and **2,106 tons of hay during February, 1910**; compared with 1,245,547 bus. corn, 524 bus. oats, no wheat or barley, 17,143 bus. rye and 3,892 tons of hay shipped during Feb., 1909.—James B. Hessong, sec'y-treas. Baltimore Chamber of Commerce.

### MICHIGAN.

Leslie, Mich.—The Leslie Eltr. Co. is replacing its gas engines with 20 and 40-h.p. electric motors.

Clinton, Mich.—Richmond & Hause recently had a **lean-to addition built** on their eltr. to increase their storage capacity.

Lansing, Mich.—Thru the Michigan Demurrage Buro five railroads applied to the circuit court, Mar. 5, for an injunction restraining the state R. R. commission from enforcing its new demurrage rules. This begins the effort to ascertain thru the courts who has the right to fix demurrage rules in Michigan.

Detroit, Mich.—Charles E. Oliver and N. E. Oliver have severed their connection with the Oliver-Field Mfg. Co. and have organized under the name of Charles E. Oliver & Co. to conduct a general business on consignment, commission and purchase in grain and feed products and flour. The new firm is located in the Chamber of Commerce bldg.

Detroit, Mich.—On receipt of the letter from the Mich. Car Demurrage Supervising Buro, announcing that demurrage credits and debits would be handled as desired by shippers, Pres. Sumner of the Board of Commerce sent members a letter advising those interested to sign the average demurrage agreement as presented by the railroads Jan. 1, 1910, asserting that "It provides for settlements on a very satisfactory basis. We urge our members to make prompt settlement of their demurrage balances."

Detroit, Mich.—At its recent annual election the Detroit Board of Trade re-elected George Beck of the Beck Cereal Co. to the presidency. Other officers elected were: 1st vice pres., Arthur S. Dumont; 2nd vice pres., Henry M. Hobart; directors, Laban A. Parsons, James T. Shaw, Alexander J. Elair, Frank T. Caughey, John Wynne, Jr., Harry B. Simmons, F. William Lichtenberg, David Spott; committee of arbitration, H. F. Zink, C. M. Carran, J. T. Hornung, F. J. Simmons, Robert Henkel, D. O. Wiley, William Carson, William Northwood, H. E. Botsford, T. G. Craig; committee of appeals, F. M. Sheffield, G. L. Fleitz, C. A. Cullen, F. W. Blinn, C. R. Huston, W. Crawford, W. C. Houghton, C. E. Oliver, and Charles Clarke.

Nashville, Mich.—Townsend Bros. have installed a 100-bu. sheller.

### MINNESOTA.

Collis, Minn.—Farmers will build a new eltr. here.

Ward Springs, Minn.—M. Kracmer of Freeport will open an eltr. here.

Sabin, Minn.—The Duluth Eltr. Co. will improve its house here.—N. J. B.

St. Hilaire, Minn.—Arthur and Rudolph Anderson have purchased the old eltr. here.

Ormsby, Minn.—I am mgr. for the Ormsby Farmers Grain Co.—Olaus Syverson.

Hancock, Minn.—The Hancock Market Co. is considering building an additional eltr. here.

Paynesville, Minn.—The Farmers Eltr. Co. has installed a new 5-h.p. engine.—C. A. Frank, agt. Cargill Eltr. Co.

South Haven, Minn.—We may install a dump scale next summer.—H. F. Goode, agt. Osborne-McMillan Eltr. Co.

Truman, Minn.—The Farmers Eltr. Co. has installed an automatic scale in its eltr.—L. Dahms, agt. C. S. Christensen Co.

Silver Lake, Minn.—The recently organized farmers' company is considering building an eltr. George Kasper is sec'y.

Nielsville, Minn.—A rumor is current that the Northwestern Eltr. Co. will rebuild its eltr. here that burned last year.—Peter Moen, Shelly, Minn.

Round Lake, Minn.—The Round Lake Grain & Lbr. Co. will sell out to farmers who want an eltr. here.—Edw. H. Wellhausen, agt. Stockdale & Dietz Co.

Duluth, Minn.—J. A. Walter has withdrawn and Ralph W. Jones has been admitted to membership in the Duluth Board of Trade.—Chas. F. Macdonald, sec'y.

Pelican Rapids, Minn.—H. E. Frazee purchased my interest in the firm of H. E. & P. C. Frazee and is conducting the business in his own name.—P. C. Frazee.

Kennedy, Minn.—Ole Swanson has succeeded Axel Magnuson who resigned as local agt. for the Imperial Eltr. Co.—W. J. Dargan, agt. St. Anthony & Dak. Eltr. Co.

Correll, Minn.—A. J. Ghush of this place and Helmer Hanson of Artichoke, Minn., have formed a partnership to buy and sell grain and live stock under the firm name of A. J. Ghush & Co.

Kragnes, Minn.—Some talk among farmers of building an eltr. here. H. H. Edgar is local agt. for the Federal Eltr. Co. The Duluth Eltr. Co. has closed its house.—G. Underdahl, agt. Imperial Eltr. Co.

Hendrum, Minn.—The newly organized Farmers Eltr. Co. has elected J. C. Bergh pres. and A. M. Eckmann sec'y. and treas.; these with G. Tagness, Alex Smart and five others constitute the directorate.

Milan, Minn.—The Columbia Eltr. Co. intends to build a corn crib at its eltr. here next summer. The Victoria Eltr. Co. has discontinued business at this point and has moved its eltr. away.—John Knutson, agt. Crown Eltr. Co.

Morgan, Minn.—Cars fit to load grain into are as scarce as hens' teeth. This week, Feb. 26, I have shipped the first car of wheat since Dec. 30. With the eltr. full of grain on borrowed money this car shortage knocks the profits made in the fall into a cocked hat.—Morgan Farmers Eltr. Co., J. W. Conrad, agt.

Sutton sta., Dexter p.o., Minn.—The eltr. here, that was erected by M. J. Slaven of Austin, burned recently with about 3,000 bus. of oats and 600 bus. of barley. The fire is supposed to have started from the office stove.

St. James, Minn.—The charter of the Farmers Eltr. Co. expires June 27 next, and what will be done has not yet been decided. Most likely the old charter will be discontinued and a new company organized.—N. L. Nelson, mgr. Farmers Eltr. Co.

New London, Minn.—Farmers are arranging to put in a potato warehouse. The business will be transacted by the Farmers Eltr. Co., that recently bot the eltr. of the Cargill Eltr. Co. for a grain house. The old Neer eltr. will be obtained for a potato warehouse.

Walnut Grove, Minn.—A movement is on foot to organize a farmers' co-operative company to succeed some one here; but it is not sufficiently advanced to know whether it will go thru or not. George W. Van Dusen spent some \$500 last fall in improvements.—Swoffer & McDonald.

Springfield, Minn.—The old eltr. of the Smith estate, which was bot by the Farmers Eltr. Co. (in addition to its other up to date house here) last summer, was remodeled and improved for corn use exclusively. In equipping the house the Farmers Co. added an ear corn dump, scales, double feed sheller, blower cleaner and 16-h.p. gas engine.—E. J. Prah, agt. Bingham Bros.

Wabasso, Minn.—Bingham Bros. have moved their eltr. to Seaforth, Minn. After working nine years for the Schmid, Anderson Grain Co., E. Howe took a position in the Citizens Bank and M. Schueler has succeeded him at the eltr. We replaced our old 6-h.p. engine by a new 8-h.p. Fairbanks-Morse engine. We turned away considerable grain this year because we could not get cars. We have all the cars we want now.—Henry Mayer, Jr., mgr. Farmers Grain & Fuel Co.

Duluth, Minn.—Receipts of grain during February included 1,292,206 bus. wheat, no corn, 872,300 bus. oats, 459,795 bus. barley, 35,236 bus. rye and 41,865 bus. flaxseed, compared with 802,997 bus. wheat, 87,880 bus. corn, 196,347 bus. oats, 118,001 bus. barley, 4,348 bus. rye and 82,502 bus. flaxseed received during Feb., 1909. Shipments included 13,660 bus. wheat, 56,878 bus. oats, 451,604 bus. barley, 948 bus. rye and 33,915 bus. flaxseed during February against 76,822 bus. wheat, 105,329 bus. oats, 118,415 bus. barley, 16,000 bus. rye and 28,017 bus. flaxseed shipped in February, 1909.—Chas. F. Macdonald, sec'y. Duluth Board of Trade.

### MINNEAPOLIS LETTER.

The Minneapolis Traffic Ass'n now has about 500 members including 200 firm members. Memberships sell for \$25 each and are apportioned among the firms according to estimated comparison of business and their need of the services of the ass'n. Some firms have taken as many as 10 memberships.

The newly organized Shippers Information Buro purposes offering its services to shippers who wish information and to aid them in adjusting and proving the correctness of demurrage charges. R. A. Hopkins, W. J. Hovey and A. S. Baker are actively interested in it. Mr. Baker was at one time connected with demurrage affairs for the railroads. Mr. Hopkins reports a total of \$140,000 in claims against railroads entering Minneapolis on cars received here during the switchmen's strike.



Receipts of grain during February included 9,249,280 bus. wheat, 1,093,670 bus. corn, 1,364,340 bus. oats, 1,933,740 bus. barley, 194,450 bus. rye and 669,700 bus. flaxseed. Shipments for the month amounted to 1,334,020 bus. wheat, 900,680 bus. corn, 1,271,540 bus. oats, 1,682,040 bus. barley, 93,400 bus. rye and 93,140 bus. of flaxseed.—John G. McHugh, sec'y Chamber of Commerce.

H. Poehler & Co. of this city have let the contract to the Barnett & Record Co. for the rebuilding of their Exchange Eltr. that burned some months ago. The new house will be of fireproof construction with concrete and tile working house and concrete storage tanks; 12 tile tanks will constitute a part of the working house and three large concrete tanks an annex. Total capacity of the eltr. will be about 175,000 bus.

The U. S. Circuit Court of Appeals filed an order Mar. 1 for the surrender within 30 days of Herbert F. Robinson, John L. Layne and F. E. Holliday to begin prison terms of two years each for using the mails to conduct a fraudulent grain business in Minneapolis under the name of Edward A. Vaughan. They opened their office in January, 1905. One of the men indicted, James Hogan, was never captured, but the three mentioned were convicted Apr. 25, 1908, and are supposed to be in New York.

Many Minneapolis shippers have expressed themselves as pleased over the development of an incident that will afford an opportunity for a thoro inquiry into the enforcement of demurrage rules. In discussing the clash of authority between Mr. Trickett and M. C. Shields, Hugh E. White, sec'y of the Minneapolis Traffic Ass'n and a director, explained that "much of the carload business arriving in Minneapolis is interstate and there is no interstate law that protects shipper or consignee in certain cases. If the carriers back up Mr. Shields in some of his arbitrary and unfair rulings I expect to see every ounce of weight the Minneapolis Traffic Ass'n possesses used not only to enforce the Minnesota reciprocal demurrage law but to urge national legislation along the same lines."

At the first annual banquet of the re-organized Minneapolis Traffic Ass'n, Feb. 28, George M. Gillette, pres. of the ass'n, explained the object of its organization to obtain equitable rates and the best possible transportation service for its members and to adjust differences between its members and corporations engaged in moving freight, since the day of rate adjustments between individuals has passed and that of rate adjustments between distributing centers has arrived, the modern system dealing with communities and not with individuals. He said its policy would be to favor remunerative rates but demand such an adjustment as would establish Minneapolis and the twin cities as a rate-basing point and a dividing point on rates. Frank B. Kellogg of St. Paul spoke on the need of rate-regulating legislation. W. P. Trickett, executive mgr. of the ass'n, discussed its efforts to safeguard this market's interests against the encroachments of others. He declared no other market of equal importance has been so uniformly ignored in the predication of rates as the twin cities, and urged the necessity of preventing or modifying adverse legislation by traffic committees rather than attempting to repair damage after it is done. James L. McCaull of the McCaull-Webster Eltr. Co. discussed transportation and its relation to the grain trade.

George Gackle, William Grettum and Harry G. Deaver have been admitted to membership in the Chamber of Commerce.—John G. McHugh, sec'y.

W. P. Trickett, executive mgr. of the Minneapolis Traffic Ass'n, posted a letter on the bulletin board of the Chamber of Commerce, Mar. 4, practically directing grain receivers to ignore the authority of the Northern Demurrage Bureau in certain cases. By rules long existing grain arriving in Minneapolis must be unloaded in 24 hours after it is placed on industry track or pay a penalty of \$1 per day. Mr. Trickett alleges that, because of the switchmen's strike and other transportation handicaps, conditions were such it was unfair to enforce the demurrage rules, hence he made an agreement in January with M. C. Shields, mgr. of the Northern Demurrage Bureau maintained by all the railroads entering Minneapolis, respecting application of demurrage rules and assessment of charges thereunder. He charges Mr. Shields with "having departed from this agreement," therefore in his letter he urged members of the Chamber of Commerce that "where grain is seriously delayed in arrival or in placing for inspection and you are, for business reasons, unable to furnish disposition within the prescribed free-time limit, decline payment of demurrage and send the bill to this ass'n. Where you have paid demurrage under such circumstances, file a claim which, if declined by the railroads, send to us. Where grain is promptly ordered by consignee and detention occurs thereafter we can expect demurrage to be waived only where delivering lines cause delay preventing unloading, bunching of cars. We do not wish to be unfair, but we know our legal rights involving even further liability on the part of carriers."

## MISSOURI.

Vanduser, Mo.—The eltr. we are building here will have a capacity of 10,000 bus.; equipped with sheller and wheat cleaner.—Garrett & Schnarr, Griffin, Ind.

## KANSAS CITY LETTER.

Copies of the address by E. Pfarrius at the meeting of the Council of North American Grain Exchanges on methods of improving farms and increasing grain yields are being distributed in large numbers by the members of the Kansas City Board of Trade.

A resolution was passed recently by the Board of Trade, endorsing the efforts of the State Agricultural College, Manhattan, Kan., in providing for selection of seed this summer for autumn sowing. A committee delegated to solicit funds to aid in the work, is composed of C. P. Moss, Joseph Geisel, and Alexander McKenzie.

## ST. LOUIS LETTER.

The dinner of the St. Louis Grain Club was held Mar. 3 at the Mercantile Club.

Suicide is feared in the case of Harry W. Hodapp, a bookkeeper for the Goffe & Carkner Co., and a member of the Merchants Exchange, who has disappeared. Hodapp's operations in the wheat pit have been active of late and there is a rumor of a heavy shortage in his accounts.

Langenberg Bros. & Co. have added a future department to their business, with George Ichtetz, in charge. Mr. Ichtetz is well known on the Merchants Exchange and was formerly connected with W. A. Gardner & Co. Langenberg Bros. will undoubtedly do a heavy business in futures, as they have a membership in the Chicago Board of Trade.

Applicants for membership in the Merchants Exchange during the month of February were: Isaac L. Lemon, Ashland, Ill.; Howell M. Harris; A. L. Mason; and W. J. Keane of St. Louis. These were by transfer from the following members: Samuel McRoberts; C. J. Chisam; A. F. Johns and Blanchard Randall.—Geo. H. Morgan, sec'y Merchants Exchange.

The Sherry-Bacon Grn. Co. has been reorganized. Chas. W. Isaacs has sold his stock to Carey H. Bacon who has succeeded Mr. Isaacs as pres. John L. Rodgers, formerly St. Louis representative of the Armour Grn. Co., has entered the company as vice-pres. B. J. McCauley also is a member of the new company which has been incorporated with capital stock of \$10,000.

St. Louis grain receipts during February were: Wheat, 1,003,690 bus.; corn, 2,264,330 bus.; oats, 1,900,800 bus.; rye, 28,000 bus.; barley 305,500 bus.; flaxseed, 750 bus.; compared with receipts during February, 1909: Wheat, 1,020,900 bus.; corn, 1,837,290 bus.; oats, 1,209,625 bus.; rye, 7,000 bus.; barley, 318,500 bus.; flaxseed, 9,750 bus. Shipments during February, 1910, were: Wheat, 1,308,115 bus.; corn, 1,795,990 bus.; oats, 1,543,610 bus.; rye, 31,090 bus.; barley, 5,930 bus.; flaxseed, none; compared with shipments during February 1909: Wheat, 1,626,705 bus.; corn, 1,411,615 bus.; oats, 1,250,005 bus.; rye, 16,630 bus.; barley, 59,460 bus.; flaxseed none.—Geo. H. Morgan, sec'y Merchants Exchange.

Judge Dyer of the Federal Circuit Court has fined the Merchants Stock & Grain Co. \$1,000, Francis J. Miner \$2,000 and Patrick J. Stephens \$500 for contempt in violating the court's order of October last relative to the continuous use of the quotations of the Chicago Board of Trade. A second offense means a jail sentence. The Merchants Stock & Grain Co. has 300 offices or correspondents in cities as far east as Pittsburg and west to Topeka, Kan., and Hastings, Neb. The Chicago Board of Trade has been upheld in its claim to its quotations by a decision of the United States Supreme Court. Three-fourths of the fines levied by Judge Dyer are to be paid to the Chicago plaintiffs to reimburse them for expense in securing the evidence of violation of the court's order.

Abolishment of the Missouri Railroad & Warehouse Commission is foreshadowed in the recent report of the Commission which shows that its grain inspection department is rapidly falling into disfavor with shippers, particularly those who ship to the St. Louis market. More and more grain annually is being handled thru the weighing department of the St. Louis Merchants Exchange. Last year the inspection department inspected 4,200 cars of wheat, 2,769 of corn and 859 of oats, as against 11,339 of wheat, 10,382 of corn and 9,056 of oats in 1908. This serves to show the heavy decrease during the last year for state inspection, which extends only to the public warehouses. It is not believed an examination of the entire market will show a proportionate slump, notwithstanding the heavy embargo placed on grain by the Terminal Railroad Ass'n. The expenses of maintaining the state inspection department last year were several thousand dollars more than the receipts. The pay roll of the grain inspectors, clerks and a small army of assistants last year was \$69,024.13, and the office rent amounted to \$7,264.27. All of this came out of the pockets of the shippers to the Kansas City, St. Joseph and St. Louis markets.



None of the fees for inspection go into the state treasury and there is no limit to the number of grain inspectors which may be appointed by the Commission. The number is only limited by the amount of grain offered for inspection in the public warehouses and the amount of fees collected. This is the only department of the state government which collects fees and does not turn them into the state treasury. The state auditor does not approve the warrants issued on the inspection fund for the payment of the salaries of the inspectors. So far as can be learned, the grain inspection department never is checked up by the legislature. Gov. Hadley will recommend to the next legislature the repeal of the law creating the State Board of Railroad & Warehouse Commissioners and the creation of a state commission for the regulation of the public service corporations of the state. Such a measure was passed by the Republican house last winter, but was killed by the senate. This would do away entirely with state grain inspection, which has never been more in this state than a system of political patronage.

### MONTANA.

Cut Bank, Mont.—I. B. Brown, Minneapolis, will erect an eltr. here in the spring.

Red Lodge, Mont.—The Hawkeye Eltr. Co. has closed its house for the season.—E. A. Strauch, agt. Hawkeye Eltr. Co., Townsend, Mont.

Miles City, Mont.—Citizens Lbr. & Grn. Co. has been incorporated with capital of \$100,000; incorporators, Paul R. Trigg, E. R. Evans and C. H. Loud.

Malta, Mont.—The eltr. here of the St. Anthony & Dak. Eltr. Co. was closed when I left. I am now in the real estate business.—R. Cunningham, Mason City, Ia., former agt. St. A. & Dak. Eltr. Co.

### NEBRASKA.

Bridgeport, Neb.—The Duff Grain Co. will erect an eltr.

Farnam, Neb.—The Central Granaries Co. has closed its eltr.

Pierce, Neb.—The Farmers Grain & Live Stock Co. has been organized.

Cotner, Neb.—E. W. Morrison of Bethany has bot the eltr. of C. M. Hague.

Berlin, Neb.—The Duff Grain Co. will rebuild its eltr. this spring.—J. L. Clark, agt.

Shickley, Neb.—J. Linscott will have charge of the Nye Schneider Fowler Co.'s eltr.

Glenrock, Neb.—Will Peterson has leased the eltr. of the Glenrock Grain Co.

Hordville, Neb.—The Farmers Eltr. Co. will shortly increase the capacity of its eltr.

Waco, Neb.—I have added lumber to my stock in trade with good results.—J. A. Gilbert.

Elsie, Neb.—The Curtis Mill Co. of Curtis has purchased a site and will erect an eltr.

Elba, Neb.—The Farmers Eltr. Co. will build an eltr. for which \$4,500 has been subscribed.

Ashland, Neb.—An eltr. to replace the one burned will be built by the Farmers Grain & Live Stock Co.

Pierce, Neb.—Farmers eltrs. probably will be erected here and at Hoskins this spring.—Farmers Grn. & L. S. Co., Hadar, Neb.

Beatrice, Neb.—The eltr. of the R. Davis Grn. Co. was slightly damaged in a fire Mar. 4 which destroyed an ice house adjoining.

Beatrice, Neb.—The Pease Grain & Seed Co. has succeeded Cummings & Pease, Mr. Pease purchasing the interest of Mr. Cummings.

Walthill, Neb.—We are going to build in spring, if one of our competitors does not wish to sell.—Farmers Grain Co., C. H. Wolfley, mgr.

Lincoln, Neb.—The Lincoln Grain Co. is considering the erection of a terminal eltr. here to furnish it a central handling and cleaning house.

Omaha, Neb.—C. B. Tyler, W. H. Bucholz and J. J. Stream have been admitted to membership in the Omaha Grain Exchange and C. F. McGrew has withdrawn.

Omaha, Neb.—The Saunders-Westrand Grn. Co. will build an eltr. of 250,000 bus. capacity; the Lincoln Grn. Co. contemplates erecting an eltr. of 100,000 bus. capacity.

Wahoo, Neb.—James Kearney, manager of the Updike Grain Co. for several years, has resigned. He has bot the T. B. Hord eltr. and will engage in business on his own account.

Louisville, Neb.—Keckler & Schafer of Manley, Neb., have bot the eltr. of M. L. Williams who is forced by ill health to retire. He will take a trip to the west for his health in the spring. Keckler & Schafer will continue to operate their eltr. at Manley.

Omaha, Neb.—Members of the Omaha Grain Exchange were guests of the Beal-Vincent Grain Co. recently at a fish dinner. The fish were caught at the pleasure resort of Rudolph Beal, pres. of the company, and to state that they were greatly enjoyed is putting it mildly.

Belvidere, Neb.—Mr. Delaney, formerly owner of the eltrs. at De Weese and Angus, Neb., and recently at Belvidere, has found it necessary to go west seeking a climate that might be beneficial to his health, which has suffered from close confinement and strict attention to business.

Lincoln, Neb.—An injunction to prevent the Herbert E. Gooch Grain Co. from using quotations alleged to be taken from the Board surreptitiously, was asked Feb. 25 by the Chicago Board of Trade. Suit was filed in the federal court, Judge Munger fixing Mar. 11, as the date of hearing.

Omaha, Neb.—Seven thousand of the Omaha Commercial Club's yellow placards urging farmers to test their seed corn are being distributed. The Burlington, Northwestern and Union Pacific are mailing the placard to station agents with instructions to hang in prominent places. Creameries are being supplied by the David Cole and the Fairmont Creameries, while banks, implement jobbing houses, and eltrs. of Omaha are aiding in the work of distribution.

Omaha, Neb.—Receipts of grain at Omaha during February included the following: Wheat, 735,600 bus.; corn, 2,997,500; oats, 1,153,600; rye, 32,000; barley, 50,000; compared with receipts during February, 1909: Wheat, 1,254,000 bus.; corn, 2,850,100; oats, 721,600; rye, 30,000; barley, 68,000. Shipments during February were: Wheat, 414,000 bus.; corn, 2,503,000; oats, 898,500; rye, 21,000; barley, 32,000; compared with shipments during February, 1909: Wheat, 794,000 bus.; corn, 2,232,000; oats, 1,302,000; rye, 13,000; barley, 40,000.—F. P. Manchester, sec'y Omaha Grain Exchange.

Hadar, Neb.—The Nye Schneider Fowler Co. was bound over to the district court Mar. 5 for alleged discrimination in buying grain by paying more at Hadar than at other stations.

Oakland, Neb.—The Farmers Grain & Live Stock Co. will rebuild its eltr. recently burned. The new eltr. is to be up-to-date in every respect, with a capacity of about 35,000 bus.

### NEW ENGLAND.

Springfield, Mass.—B. Frank Mills, grain dealer, has made an assignment in favor of Richard J. Sackett; liabilities about \$10,000.

Bridgeport, Conn.—The F. L. Bradbury Co. incorporated; grain and flour; capital, \$100,000; incorporators, F. L. Bradbury, W. R. Gladding and E. H. Hawley, all of this city.

Lyndon, Vt.—The grain and general merchandise store of Scott S. McDowell was burned Feb. 17; loss \$14,000, insurance on stock, \$6,000. Building valued at \$2,000, was not insured.

### NEW JERSEY.

Caldwell, N. J.—Gosman Bros. incorporated; capital stock, \$100,000; to deal in cereals and grain.

### NEW YORK.

New York, N. Y.—We are going out of business about April 1, 1910.—Clearman & Stenson.

Watertown, N. Y.—Geo. A. Taylor, formerly of Malone, who recently sold his grain business at Ogdensburg, has opened a wholesale grain business in this city.

Schenectady, N. Y.—The Schenectady Mfg. Co. has been incorporated for milling, buying and selling flour, grain and feed; capital stock, \$40,000; incorporators, L. Levi, L. Cohen and M. Cohen.

Lockport, N. Y.—Franklin J. Sawyer, aged 78, died unexpectedly, Feb. 21, from a complication of diseases. Mr. Sawyer was at one time engaged in the grain business with A. J. Sawyer, his brother, under the name of A. J. Sawyer & Co., operating a line of eltrs. in the northwest.

New York, N. Y.—William H. Irwin, whose death occurred last month, was one of the oldest members of the Produce Exchange, having joined in 1862. He was 70 years old. Practically all of his business career he was closely identified with the rye, barley and malt trade having for years been transacting business with brewers and maltsters as well as exporters. Mr. Irwin was a man of genial disposition and had a very wide circle of friends.

### BUFFALO LETTER.

The three New York Central Eltrs. remaining since the fire are also being taken down to make room for warehouses.

The Federal Mfg. Co. of Lockport, N. Y., has bot waterfront property on the Niagara river at North Tonawanda and will erect a large eltr.; later flour mills will be built and the business moved there from Lockport.

### NORTH DAKOTA.

Ellsberry, N. D.—The Farmers Eltr. Co. will build an eltr.

Egeland, N. D.—Farmers contemplate organizing an eltr. company.

Litchville, N. D.—Louis Akagen has bot the eltr. of the Monarch Eltr. Co.

Mott, N. D.—The Barth Grain Co. has started work on an eltr. on the Milwaukee line, west of Mott.



Hannah, N. D.—The Farmers Co-op. Eltr. Co. has bot the eltr. of the Duluth Eltr. Co. at this station.

Fairdale, N. D.—A farmers' eltr. company is being formed by Dunc Campbell, Syver Hogfoss and others.

Hatton, N. D.—The Hatton Farmers Eltr. Co. has installed manlifts and Burrell Improved Overhead Dumps in both its eltrs.—A. A. Lee.

Grand Forks, N. D.—The Red River Valley Corn and Clover convention was held here recently, to disseminate information on clover and corn growing.

Dickinson, N. D.—The Farmers Eltr. Co. has been organized and will be incorporated with capital of \$15,000. An eltr. of 75,000 bus. capacity will be erected. Louis Petrika is chairman of the committee appointed by the stockholders prior to an election of officers.

Sharon, N. D.—The Farmers Eltr. of Sharon has been incorporated by F. G. Enger and A. A. Lee, of Hatton, N. D., and O. T. Rockney, D. B. Olson and Carl Anderson, of Sharon. The company has bot the eltr. here of the St. Anthony & Dak. Eltr. Co. and will begin business May 1. I will be mgr. of the company.—A. A. Lee.

Fargo, N. D.—A special meeting of the stock holders of the Occident Eltr. Co. will be held Apr. 9 to increase its capital stock to five thousand shares of the par value of one hundred dollars each, renewing the term of its corporate existence, increasing its board of directors to seven persons, and reducing the par value of its stock from \$500 to \$100.

## OHIO.

Kansas, O.—The T. L. Shaw Co. incorporated, capital stock \$10,000, to operate an eltr.

Goes, O.—I intend to build a new concrete dam across the Miami River at this place and will let contract.—Walter A. Fourman.

Arlington, O.—J. D. Arras & Son of Jenera, O., have bot the eltr. of Geo. B. Hauman on the T. & O. C.; taking possession April 1.—W. D. Bishop.

West Middletown, O.—The West Middletown Mill & Eltr. Co. has increased its capital stock from \$5,000 to \$15,000.

Englewood, O.—We are the successors to S. B. Miller, having purchased the plant. We took charge Mar. 1.—Baker Bros.

Cincinnati, O.—The Early & Daniel Co. will move its general offices from the warehouse to the Chamber of Commerce bldg.

Bowling Green, O.—D. B. Noyes, junior partner in the Huffman & Noyes Eltr. Co., which recently opened an eltr. in this city, was for 8 years connected with the Toledo Salvage Co.

McComb, O.—A. A. Rudisill, former mgr. of the eltr. of the Travis-Emmick Co. at this place, has leased the house at this station and the new eltr. of the same company now under construction at Belmore.

Columbus, O.—The Ohio Shippers Ass'n will vigorously oppose any change in the duties of the state railroad commission as outlined in the present statutes by putting the commission in charge of all the public utilities of the state. At a meeting of the executive committee presided over by E. W. Seeds resolutions were adopted declaring against the pending public utilities bill.

Holgate, O.—B. D. Knepper, with eltrs. in Seneca and adjoining counties, with B. B. Hipp and Albert Deisler, all of Tiffin, will erect an eltr. as soon as the weather permits. Arrangements have been made with the B. & O. Ry. Co. for a side-track.

Columbus, O.—Legislation adverse to outside mutual insurance companies and favoring home stock companies is found in a bill introduced into the Ohio legislature. If passed it would impose a heavy burden on policy holders in outside companies.

Cincinnati, O.—New members elected at the meeting of the directors, held March 1: Edward J. Crane, Harold P. Murray, of the *Cincinnati Price Current*; Edwin E. Kellogg, Robert O. Strong, with J. Chas. McCullough, seeds; Gerhard Huelsemann.

Cleveland, O.—Under the firm name of Chas. A. Aaron & Co., S. J. Crafts, C. A. Aaron and C. A. Burke, have embarked in the grain business. The new firm holds memberships on the Chicago Board of Trade and New York Consolidated Stock Exchange.

Cincinnati, O.—Millers of this city have complained to the Interstate Commerce Commission asking that Cincinnati be given more favorable rates on grain from the west reshipped thru this city to enable them to compete with southeastern millers getting their wheat from Chicago dealers.

Toledo, O.—In addition to the improvements already noted, the East Side Iron Eltr. Co. will install new eltr legs of 10,000 bus. hourly capacity. The new concrete addition will also furnish a fireproof barrier for the mammoth storage tanks. The entire plant is being equipped with electric motive power and lights. Albert E. Royce is pres, and A. W. Boardman is sec'y and treas. The company will increase its capital stock from \$30,000 to \$100,000.

Lima, O.—The grain and hay shippers of Northwestern Ohio held an interesting conference at this city Feb. 23 to consider ways of promoting their mutual interests. Better methods and more co-operation between dealers is greatly needed in this territory and can come only thru organized effort. The present movement has the energetic aid of Thomas P. Riddle of Ft. Wayne, Ind., who was so successful in organizing the dealers of Northeastern Indiana.

Cincinnati, O.—An alliance has been formed by the Union Grn. & Hay Co. of this city with the New-Delmar Co., comprising a chain of eltrs. in Ohio, Indiana and Illinois, whereby it is believed the shipments of grain and hay thru this market will largely be increased. The New-Delmar Co. was recently incorporated in Indiana with capital of \$50,000. The corporation is owned by country eltr. men. W. W. Granger, of the Union Grn. & Hay Co., is a director in the new company.

Cincinnati, O.—Grain receipts at Cincinnati during February included the following: Wheat, 284,234 bus.; corn, 767,122; oats, 397,458; rye, 32,314; barley, 59,375. Compared with receipts during February, 1909: Wheat, 272,364 bus.; corn, 590,418; oats, 325,746; rye, 77,625; barley, 43,056. Shipments during February, 1910, were as follows: Wheat, 210,318; corn, 658,017; oats, 256,398; rye, 9,148; barley, 1,006. Compared with shipments during February of last year: Wheat, 240,054 bus.; corn, 338,356; oats, 274,286; rye, 23,000; barley, 11,022.—C. B. Murray, sup't Chamber of Commerce.

Toledo, O.—Total grain receipts during February were: wheat, 185,000 bus.; corn, 335,400; oats, 154,500; rye, 19,000; barley, none; compared with receipts during February, 1909: wheat, 21,000 bus.; corn, 319,400; oats, 105,800; rye, 4,500; barley, 2,600. Shipments during February were: wheat, 60,500 bus.; corn, 189,300; oats, 103,600; rye, 22,800; barley none; compared with shipments during February, 1909: wheat, 182,900 bus.; corn, 225,200; oats, 132,600; rye, 22,800; barley, none.—A. Gassaway, sec'y, Produce Exchange.

Cincinnati, O.—W. L. Brown of the hay and grain firm of W. L. Brown & Co., caused the arrest of C. P. Wills, wanted, it is asserted, in Baltimore on a complaint made by H. C. Jones & Co., regarding a dubious hay transaction. Several weeks ago Wills sold W. L. Brown & Co. a car load of hay, said to be not only of inferior quality but likewise short as to weight. Wills had registered at the Sinton, but when Brown looked him up, he found that he had left that hostelry, leaving his signature on the hotel register as the sole means of identification. Brown traced this autograph and went to the other hotels. Brown had corresponded with firms about the country and was informed that Wills was wanted. A few days later Brown was in the Sinton Hotel and saw the elusive Wills and had him placed under arrest. It is claimed that he is well known at Kansas City.

## OKLAHOMA.

Francis, Okla.—Work has begun on the eltr. of C. S. Norman.

Muskogee, Okla.—The eltr. of the Midland Eltr. Co. was burned Mar. 2; loss, \$75,000, insurance, \$30,000.

Madill, Okla.—Stockholders of the Marsh Mlg. & Grn. Co. voted to increase its capital stock from \$20,000 to \$30,000.

Okarche, Okla.—T. E. Standard, an old time grain man, died Feb. 13. He had sold his eltr. in Sept. to the Kingfisher Mill & Eltr. Co. of Kingfisher, Okla., and retired.

Coldwater, Okla.—The Wirt & Lyons Grn. Co. added to its storage capacity by building a 6,000-bu. corn crib which was filled twice during the last season.—G. C. Rhodes, agt. W. & L. Grn. Co.

Guthrie, Okla.—The Capital Grn. & Eltr. Co. filed complaint Feb. 26 with the corporation commission, asking that the Santa Fe and "Katy" be adjudged in contempt for charging \$2 each for switching cars when the commission had ordered that only \$1 should be charged.

Guthrie, Okla.—Attorney General West and the Corporation Commission are working on an appeal for the rate case in the Federal court. Advices received by the local Katy office indicates that the rates in effect before the Corporation Commission schedule will be restored on their line about Mar. 1.

Guthrie, Okla.—An order issued by the Corporation Commission, effective Mar. 10, gives the Rock Island and Frisco systems the right to assess a two line haul rate on business handled jointly. These roads have handled as a one line proposition for over a year, but the recent dissolution of their merger prompted this action.

## OREGON.

Portland, Ore.—Following the recommendations of the nominating committee appointed by the Merchants Exchange Ass'n an election was held Feb. 24 and the following officers chosen: Pres., J. W.



Ganong, vice-pres. and gen. mgr. of the Portland Flouring Mills Co.; vice-pres., I. C. Sanford, of Campbell, Sanford & Henley Co.; sec'y and treas., R. J. Paterson, of Paterson, Smith & Pratt. The officers will serve one year. E. W. Wright, mgr. of the Merchants Exchange, was made asst. to the sec'y and treas. A local grain exchange doubtless will prove an important factor in the trade and it starts out with a corps of officers well qualified to look after its interests.

Portland, Ore.—The Merchants Exchange Ass'n was organized Feb. 21 as a subsidiary of the Merchants Exchange. Only those actively engaged in the grain trade will be eligible to membership, each firm or corporation to be entitled to one vote only, name of representative of each firm or corporation to be filed with secretary. Membership to begin only after such representative signs an agreement on behalf of his firm to abide by all rules of the ass'n, and to accept the decisions of the arbitration committee. The officers to consist of a pres., vice-pres., sec'y and treas.; who are to act as an executive board, with power to appoint committees and propose additions and amendments to rules for admission to the ass'n. The arbitration committee is to consist of seven members, three only designated by the sec'y to act on any given case. The standards governing trades between members are to be the standards adopted by the Portland Chamber of Commerce.

## PENNSYLVANIA.

Irwin, Pa.—The Jersey Cereal Food Co. will let a contract soon for the erection of a two-story addition, 50x100, to its plant. Its sales territory is being rapidly extended.—L.

## PHILADELPHIA LETTER.

Receipts in February, 1909, were: Wheat, 193,196 bus.; corn, 721,894 bus., and oats, 187,599 bus., while in February, 1910, the score footed up: Wheat, 527,143 bus., corn, 280,754 bus., and oats, 351,551 bus.; exports during February, 1909, were 445,178 bus. of wheat, and 633,056 bus. corn, and in February, 1910, only 42,953 bus. of corn were exported, tho wheat cargoes showed an increase, namely a total of 611,598 bus.

The freight traffic managers of the leading trunk lines reaching here from the west have assured Chairman James L. King, of the Transportation Committee, and Pres. Samuel McKnight of the Commercial Exchange, and the members of the committee, that a conference will be had, and if it is found that the \$2 diversion freight charge on cars of grain shipped here from the west and while on transit to eastern points, is not entirely justifiable, they would recommend the same to be abolished, and in consequence the grain men here are feeling quite confident.

At last the channel of the Delaware river, from Allegheny avenue "to the sea," is to be dredged to the uniform depth of 35 feet, sufficient to admit the passage of vessels of the largest tonnage and will give Philadelphia an opportunity to compete with the ports of Boston, Norfolk, Baltimore and New York for the ocean trade. The U. S. Government engineers and the congressional committees have reported favorably and President Taft is only waiting to say the official Amen! It will cost upwards of \$11,000,000, and will take about six years to finish the job.—S. R. E.

Pres. McKnight, Sec'y Marshall and Mgrs. King, Brazier, Irvin and Bill of the special committee representing the Commercial Exchange and the grain trade here made a very strong protest to the congressional authorities at Washington, D. C., against Federal inspection of grain and the anti-option bill.

## PITTSBURG LETTER.

Herb Bros. & Martin say that the hay trade keeps up well. Receipts have not been heavy enough to glut the market at all and demand is pretty good.

Edward May & Son blame the continued cold weather for much of the hard luck which Pittsburgers have had the past two months in shipments. They look for a better trade soon.

Manager Clark, of the Clark Hay & Grain Co., announces that the hardest thing to get in their list is cow hay. Comparatively little mixed hay and clover has been coming in and the dairy trade is taking it up quick.

Demand has apparently been slacker and Pittsburgers have considerable stock on hand. Corn is very hard to sell. Oats fare better but are not moving with the speed they should at this season. Rye is less in demand altho the market is not bad at all.

The Morton Grain & Hay Co. is packing its things preparatory to moving its offices to its eltr. at Sheraden station, on the Panhandle, in the twentieth ward of Pittsburg. It owns the Pittsburg Eltr. at that place and is going to concentrate its business.

D. G. Stewart & Geidel take a philosophical view of the situation and attribute the present slump in trade largely to the fact that during December and the early part of January everybody had a large stock of overconfidence and did a little more business than they really needed to. This burst of hopefulness was hardly backed up by the industrial and trade developments of February which were too badly hindered by the weather to get a firm foothold, and as a result firms in every line are stocked up with supplies which they have not been able to move off to good advantage.

For nearly 20 years the hay and grain business of Pittsburg has been centered within two blocks of the Union Station. Many firms have spent their entire business career on Liberty or Penn avenues or Smithfield street where they could almost throw a stone into the big elevators and could see their cars in the yards. Formerly the old McCance building at Liberty and Smithfield streets was the great rendezvous for the Exchange and its members. Then, five years ago, the crowd moved to large and well located offices in the big Pennsylvania building at Penn and Tenth which the railroad company abandoned when the Union Station was completed. Next week there will be another breakup and this time the "bunch" will move to quite a distance from their former haunts, for the Wabash building is at Liberty and Fourth avenues. Commodious quarters have been provided for the Exchange and its members on the seventh floor of the building and a dozen or more firms will soon be quartered there. Among those which will move next week are the Clark Grain & Hay Co., C. A. Foster, Hardman & Heck, Herb Bros. & Martin, Geidel & Dickson and J. W. Smith & Co. R. S. McCague and R. D. Elwood & Co. will move to the new Second National Bank building Apr. 1.—P.

R. D. Elwood & Co. report that there is less rye being sold than usual at this season. The distilleries seem to have stocked up well earlier in the year and are satisfied to wait now until prices take a drop before buying more. This firm announces that corn is very hard to dispose of, both ear and shelled.

## SOUTH DAKOTA.

Elrod, S. D.—A farmers' eltr. company is being organized.

Eureka, S. D.—Jacob Kiesz has bot the eltr. of Stickel & Mettler for \$5,500.

Huron, S. D.—T. C. Reilly has bot the eltr. and feed mill of C. C. Roberts.

Florence, S. D.—The Farmers' Eltr., recently was slightly damaged by fire.

Miller, S. D.—One of the two eltrs. leased by Chas. Thomson is to be torn down and rebuilt.

Stratford, S. D.—The eltr. and feed mill of Henry I. Slack burned Feb. 25. Loss \$6,000 to \$8,000. No insurance.

Plankinton, S. D.—The Farmers Eltr. Co. contemplates enlarging its plant or making other arrangement for more storage space.—B.

Wentworth, S. D.—The Wentworth Eltr. Co. will meet to consider the purchase of the eltr. formerly operated by W. I. Thompson from A. B. Jackson.

Le Beau, S. D.—B. E. Sorenson of Yankton has arrived here to take charge of the eltr. of the Imperial Eltr. Co. in place of Percy Phillips, who has resigned.—B.

Sioux Falls, S. D.—J. B. Peterson's eltr. burned at midnight Feb. 26. Loss \$10,000, partly insured. A 50-gallon can of gasoline exploded, blowing out the roof. The sheds were saved.

Revillo, S. D.—J. A. & S. J. Dillman will completely remodel their eltr. this spring. A new cupola and new steel leg, the addition of ten or more feet of cribbing and a general overhauling is contemplated.—A.

Ft. Clark, Conkling p. o.; S. D.—A farmers' eltr. company has been organized with James Harris, of Hult, elected pres. A large eltr. will be built in the spring. John Anderson, James Harris, and others are interested.

Thomas, S. D.—McBath & Selmser's eltr. was moved two feet from its foundations, and the cribbing of one corner crushed, Feb. 26, by a derailed box car of the South Dakota Central freight train being switched with two engines.

## SOUTHEAST.

Vicksburg, Miss.—The grain warehouse of W. O. Worrell & Co., was burned Feb. 24. Loss, \$20,000; insurance, \$15,000.

Calypso, N. C.—The Patton Packing Co., incorporated to deal in grain; capital stock, \$25,000; incorporators, Walter Patton, W. F. Patton and J. R. Maxwell.

Petersburg, Va.—Chas. Lunsford & Gray, incorporated, to deal in grain; capital stock, \$50,000. Chas. Lunsford, pres.; A. W. Gray, vice pres.; and W. M. Shaw, secy-treas.

Fairmont, W. Va.—Under the name of the Best Service Co., W. B. McGregor and W. Fred Haney have begun a shipper's and broker's business in hay, grain, and feed of all kinds. Mr. Haney has demonstrated his ability as a salesman whilst connected with the Monongahela Produce Co., of Fairmont, W. Va.—J. H. Kinkad.



Atlanta, Ga.—The Couch-Fain Co. has succeeded Brown, Fain & Co. H. J. Couch has purchased the one half interest formerly held by W. D. Brown and will assume an active part in the business. The new company will continue handling grain, hay and provisions.

Columbus, Ga.—Geo. Y. Banks, member of the firm of Geo. Y. Banks & Co., brokers at this point, died Feb. 18. B. Andrews & Co. purchased the good will and business from the surviving partner, and will continue actively as brokers in this market. Mr. Andrews was formerly connected with the Dan Joseph Co., brokers, this city. P. B. Dexter, who has for ten years been in charge of the sales department of Geo. Y. Banks & Co., and their predecessors, will be manager of the new firm.—B. Andrews & Co.

## TENNESSEE.

Union City, Tenn.—A payment of 20 cents on the dollar on claims allowed by court is being made by the trustees of the bankrupt Hardy Grn. Co. It is believed that creditors will ultimately receive 30 cents on the dollar, when the notes realized from the sale of the real estate are paid.

## TEXAS.

Houston, Tex.—The Mercantile Grn. Co. proposes to build an extensive warehouse of concrete and steel, and may install up-to-date milling and cleaning machinery. An eltr. will be operated in connection.

Fort Worth, Tex.—The Arbitration Committee of the Texas Grain Dealers' Ass'n will hold a meeting in this city Mar. 17. Quite a heavy docket is ready for the consideration of the committee.—G. J. Gibbs, sec'y.

Howe, Tex.—The Paul Bean Grain Co. of Howe last fall and winter lost several grain warehouses by fire. The company bot or leased others to replace the loss, the last deal of the kind being the purchase of W. R. Fields & Co.'s large grain eltrs. and warehouses here.—A.

Denison, Tex.—A company consisting of J. B. McDougall, pres.; W. L. Hutcheson, vice pres.; and C. M. King, sec'y and treas., will build a \$60,000 eltr. on the site of the old Denison Mill and Eltr., destroyed by fire Nov. 12, 1908. Turner Wilson, of Sherman, and G. W. Armstrong, of Ft. Worth, are also interested.

Pecos, Tex.—An alfalfa meal mill will be erected here by a company recently organized with capital of \$25,000; incorporators are F. W. Johnson, W. D. Owan, E. W. Farwell, T. Y. Casey and T. J. Sisk, all of Pecos. Annual capacity of the plant, which will be completed in June, will be 10,000 tons. T. J. Sisk will be mgr. of the mill. In addition to the alfalfa product a mixed feed will be manufactured by combining milo maize and kafir corn with alfalfa meal.

Temple, Tex.—The plant of the Werkheiser-Polk Mill & Eltr. Co. of this city was sold Mar. 2 under foreclosure proceedings by the trustee for the creditors. It was bid in by the First Nat'l Bank of this city for \$20,000, which is about one-fourth of the cost of the plant. It is the intention of the purchasers to organize a company with local capital, to which it will turn over the property, to be conducted as a local enterprise. The plant will be reopened for operation as speedily as possible after inactivity of several months.

Balmorhea, Tex.—The Toyah Valley Alfalfa Mlg. Co. has been organized with \$75,000 capital stock and the following officers: H. A. Maurer, pres.; R. M. Connors, treas.; H. C. Edwards, sec'y and gen. mgr., with headquarters at Pecos City, Tex. The first plant is to be built at Balmorhea.

Galveston, Tex.—February clearances for foreign ports of grain loaded at Galveston included 1,601,298 bus. wheat and 1,821,499 bus. corn; compared with 4,764,672 bus. wheat and 6,753,299 bus. corn loaded at this port during February, 1909.—C. McD. Robinson, chf. insp. Galveston Board of Trade.

Fort Worth, Tex.—A meeting of the Southwestern Tariff Committee was held in San Antonio in January at which the railroads by practically a unanimous vote agreed to establish proportional grain rates into Fort Worth and other points in northern Texas, the same to be applicable to interstate shipments. The proposed change was fully discussed by the executive committee and it was unanimously voted that Pres. Dorsey be instructed to attend the meeting at St. Louis and oppose any change in freight rates as they exist at this time. In obedience to this instruction Pres. Dorsey attended the meeting at St. Louis and as a result of his efforts the proportional rates will not be put into Fort Worth and other north Texas points and for the present, at least, there will be no disturbance of interstate grain rates. It was the opinion of the Executive Committee that such change would be against the grain interests of many points in the state.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

## UTAH.

Mendon, Utah.—The Smurthwaite Grain & Seed Co. will build an eltr.

Ogden, Utah.—The W. O. Kay Eltr. Co. has been incorporated with capital of \$200,000. The officers are: Pres. and gen. mgr., W. O. Kay, Ogden; vice-pres., Loyal Kay, Ogden; sec'y, J. E. O'Connor, Denver; treas., E. M. Ryan, Denver. Headquarters for the present will be in this city tho they may be removed to Denver later. The directorate of the company is composed of the officers, A. E. Osborne and E. W. Smith, of Salt Lake City, and W. H. Berrett, of Ogden.

Salt Lake City, Utah.—J. K. Mullen denies that a merger of mills outside the state is contemplated. The interest of W. S. McCormick in the Intermountain Mlg. Co. has been purchased and the name will be changed to the Intermountain Mlg. & Eltr. Co. The new company will have capital stock of \$200,000 with R. E. Muller, pres. and gen. mgr.; J. T. Phinney, vice pres.; E. M. Ryan, sec'y; J. E. O'Connor, treas.; J. S. Dixon, W. J. Burton and Wm. R. Wallace, constituting the board of directors. "Lately we have come to the conclusion," Mr. Mullen said, "that it would be more advisable to build eltrs. in the west and hold our grain in the early fall and ship it back east as we might need it. As a result we have put up several eltrs. thru Idaho. Neither A. H. Vogeler nor W. O. Kay, whose names were mentioned, will have any interest in the Intermountain Mlg. & Eltr. Co."

## WASHINGTON.

Mansfield, Wash.—The farmers' union has decided to quit using sacks, and will build an eltr. of 100,000 bus. capacity. Louis Delivuke, of Quincy, is to superintend its construction.

Seattle, Wash.—Experimental fruit and grain stations are being suggested for the Walla Walla valley, farmers desiring to have one conducted by the state and another to be under the auspices of the United States government.

Olympia, Wash.—Double testing of scales is not required, according to a recent opinion given to the state railroad commission by W. V. Tanner, asst. atty. general. The point was raised whether the law of 1909, which placed public scales under the jurisdiction of the railroad commission, necessitated a double inspection, as previous laws had put the examination under the county auditors.

Walla Walla, Wash.—At a recent meeting of the Farmers Union more than 1,000,000 grain sacks were ordered. The Independent Grn. Co. of this city received the order, the contract including the furnishing of grain bags for the Farmers Union in Walla Walla, Columbia and Umatilla counties. The bid was \$5.47½ per 100, f. o. b. Portland. The Independent Grn. Co., representing P. J. Fransoli & Co., Tacoma, estimates the contract will amount to about 2,000,000 bags.

Olympia, Wash.—Judge John A. Shackleford of the superior court recently decided that grain consigned by an owner to himself is not subject to state inspection charges. A Tacoma dealer bot grain in eastern Washington, had it shipped to himself and refused to pay the inspection fee. The railroad then refused to surrender the car as under the law it would be liable for the charges, and the owner then brot a replevin suit against the railroad and won. The state railroad commission will appeal to the supreme court, but meantime has instructed its grain inspectors to obey the order of court. If enforced the decision of the court will greatly cut down the work and the fees of the state inspection department.

## WISCONSIN.

Mondovi, Wis.—S. N. Knudson has leased his grain warehouse to Ole Wulff.

Kaukauna, Wis.—An eltr. and cold storage plant to cost \$12,000 will be erected here by the American Soc. of Equity.

Bay City, Wis.—Larson & Swanson's eltr. burned Feb. 21. Contents not insured, tho building was fully covered.

Racine, Wis.—A voluntary petition in bankruptcy has been filed by the Racine Malt Co. Liabilities \$3,780.51; assets, \$1,292.46.

Chilton, Wis.—The Calumet County Equity Eltr. Co. incorporated; capital stock, \$25,000, incorporators, John Leahy, G. D. Breed, J. W. Bluecker, A. A. Fochs, P. W. Kramer and H. W. Hoffman.

Madison, Wis.—An order has been issued by the Wisconsin Railroad Commissioners to the Northwestern, St. Paul, "Soo" and Illinois Central to stop applying that portion of their rule 27 which compels shippers to mark each bundle, package or piece of freight, less than carload lots, with the full name of the consignee.

Coleman, Wis.—The eltr., general store and residence of H. F. Duquaine burned Feb. 22 with 40,000 bus. of grain. Loss \$50,000; insurance \$17,000. The meager insurance carried was due to the insurance companies' refusal to assume heavy risks in villages with inadequate fire protection. Mr. Duquaine has not yet decided as to rebuilding.



Superior, Wis.—The recent contest for appointment to the Wisconsin Grain & Warehouse Commission, waged between the supporters of Commissioner H. A. Johnson and Walter Fowler, had an echo on the Superior Board of Trade when the ticket headed by T. J. Roth, pres. of the Board, was re-elected over that headed by Dr. W. F. Gould. The ticket elected follows: Pres. T. J. Roth; first vice-pres., J. P. Simon; second vice-pres., G. B. Hudnall; directors for three years, Peter Eimon, U. H. York, Byron Kimball; board of appeals, E. Hawarden, W. F. Gould, C. B. Nobles, R. J. Agen, E. A. Arnold; board of arbitration, O. H. Whittaker, W. E. Hurst, G. F. Wilson, C. Z. Luse, T. J. Solon. As a preliminary to the opening of the polls three new members were voted into the board, one ticket's supporters bringing in two of the number. The new members are: Sidney Buchanan, E. L. Cass and M. A. Hendrickson. The issues of the grain commission fight were injected into the board election thru the fact that the officers chosen will figure largely in naming a commissioner at the expiration of the term of H. A. Johnson, who was given the short term of one year when the entire commission was re-named by Gov. Davidson recently under the law which makes future terms three years and the salary \$200 per month. As a consequence each faction wished to control the board.

#### MILWAUKEE LETTER.

The Chamber of Commerce Inspection Dep't recently installed a moisture tester.

Suit was instituted for \$6,000 damages against W. F. Stark by Herman Mueller & Co., of Hamburg, Germany, who allege breach of contract to deliver 1,500 tons of hominy feed.

The weighing fee on incoming grain for eltrs., mills or malthouses has been increased by the directors of the Chamber of Commerce from 40c to 50c a car, because of the increase in size of the modern freight car. The fee for sampling grain screenings also was advanced from 30c to 40c.

The following have been admitted to membership in the Milwaukee Chamber of Commerce: John H. Manning, C. S. Christensen, Sr., and M. W. Smith. The memberships of Anton Buerger and the following deceased members have been transferred: Wm. Bergenthal, O. F. Bird and J. A. Perkins.

The affirmative vote on the amendment to the rules of the Chamber of Commerce, wiping out the limit of \$2,000 on the annual expense of the freight buro, is taken as an indication of victory for E. J. Furlong over S. W. Tallmadge in the contest for election as pres. in April. Mr. Tallmadge opposed the change.

The directors of the Chamber of Commerce March 1 fixed the charge for the supervision of weighing of grain from cars to eltrs., mills, malt houses, etc., at 50c per car, effective March 1. The former charge was 40c. The fee for the sampling of grain screenings was placed at 40c, the former fee being 30c.

The western railroad situation has been so bad that it has been almost impossible to do business in this market. Owing to the recent declines and the freight blockades the eastern feed dealers have practically withdrawn from the market. I believe that later in the month the demand will spring up again and we will do a great deal better as two of the best feeding months of the year are ahead of us.—C. B. Pierce, M. G. Rankin & Co.

Pres. Bell of the Milwaukee Chamber of Commerce will shortly appoint a committee to consider the advisability of adopting the grades of grain according to the rules approved by the Grain Dealers Nat'l Ass'n, the inspection committee having recommended them to the board of directors.—H. A. Plumb, sec'y Chamber of Commerce.

No commission man can give good satisfaction to the shipper under prevailing conditions. For instance, a car of wheat shipped from Tripp, S. D., Jan. 3, had not arrived Mar. 7 and could not be located. A car of barley shipped Jan. 19 over a distance of 60 miles, did not arrive till Feb. 2. A car of barley which arrived here Mar. 1 was not placed on inspection track till Mar. 7. Another car of barley which arrived Feb. 2 was not placed on inspection track till Feb. 25.—Karger Bros.

Milwaukee received, during February, 479,600 bus. wheat, 1,250,600 bus. corn, 970,500 bus. oats, 1,419,600 bus. barley and 93,000 bus. rye; compared with the following receipts during February, 1909: Wheat, 276,600 bus.; corn, 533,700; oats, 643,600; barley, 900,000; rye, 68,100. Shipments from Milwaukee during February, 1910, included 165,350 bus. wheat; 625,664 bus. corn, 728,059 bus. oats, 301,490 bus. barley, and 59,990 bus. rye; compared with shipments during February 1909: Wheat, 116,700 bus.; corn, 464,620; oats, 459,529; barley, 415,758; rye, 67,464.—H. A. Plumb, sec'y, Chamber of Commerce.

Inasmuch as the autumn movement was comparatively light, and winter shipments were delayed by weather conditions, we are now receiving large quantities of all kinds of grain at terminal markets, due two months ago. Regardless of the large supply the farmer will make a desperate attempt to obtain the high prices which he has become accustomed to the last few years. I believe the prices today are at the low level. Receipts during the seeding period will decrease and we will no doubt see some advance in prices at that time. In proportion to the crop more of the rye and barley has been marketed than the other grains.—H. Jahns, Jr.

The Chamber of Commerce has approved of the rules as submitted by the directors to govern the caucus, primary and annual election of officers for 1910-11. The annual election will take place April 4. The new rules were adopted Feb. 26 and provide that a caucus be held Saturday, March 19, at 12:30, noon, to be presided over by the pres. and sec'y of the Chamber of Commerce, for the proposing of names of candidates for the several offices, as follows: Pres., first vice-pres., second vice-pres., sec'y and treas., directors, board of arbitration and board of appeals, the two boards to have 5 members each. The rules specify that it shall be the duty of the sec'y to see that a proper Australian ballot is printed on white paper for use on the day set for the annual election. The official ballot only shall be given out at the polls. Members may, however, send out sample ballots if they so choose, but they shall not be printed on white paper and shall be marked "sample ballot." An amendment to the rules was passed March 1 removing restrictions that had been placed upon the expenditures of the freight buro. It is expected that the scope of the buro will be greatly enlarged.—H. A. Plumb, sec'y Milwaukee Chamber of Commerce.

I have found the Grain Dealers Journal of great value.—N. Eggleston, Gibson City, Ill.

## Seeds

We have enlarged our building and taken in another room (for the storage of seeds) this season. Business is good.—Archias' Seed Store, Sedalia, Mo.

The clover seed of 1909 is now well out of farmers' hands, tho some still hold for higher price. Probably enough is left in farmers' hands to supply local demand.—C. D. Grinols, St. Cloud, Minn.

Rates on grass seed, Hungarian, meadow fescue and timothy seed, for export, from Missouri river points to Newport News and Norfolk, Va., effective Apr. 6, have been filed by the Mo Pac in ICC A1408.

In Sup 9 to ICC 6490, effective Apr. 1, the B & O S W has filed a rate of 15c on red top seed chaff from Fairfield and Salem, Ill., to Cincinnati and Louisville, and 13½c from Olney, Ill., to Cincinnati and Louisville.

In ICC C8794, effective Mar. 22, filed by the C. R. I. & P., rates are announced on blue grass, Hungarian, meadow fescue and timothy seed, from Missouri river points to Lamberts Point, Newport News and Norfolk, Va., for export.

February receipts of clover seed at Toledo amounted to 8,340 bags, against 14,565 bags during Feb., 1909; while shipments for the month have been 20,157 bags, against 18,696 bags during Feb., 1909.—A. Gassaway, sec'y Produce Exchange.

Milwaukee, Wis., Mar. 7.—Prospects for red clover seed were never better; plenty of snow on ground all winter; no frost, consequently no freezing out of the old seedling and if present conditions continue we will have the largest crop on record.—Rosenberg & Lieberman.

Dissension has arisen in the American Seed Co., which was formed by employees of D. M. Ferry & Co., Detroit, while still holding positions with that company. A suit has been instituted, based on the claim made by one member of the new firm to more stock than the others think he is entitled to.

An alleged error in a seed sale has resulted in suit being brot by Matt Fuhrman of Klickitat county, Wash., against the Intermountain Warehouse Co., of Golden-dale, Wash., to recover \$1,050. Fuhrman bot what he thot was bluestem wheat for seed but when it came up it proved to be forty-fold, a winter wheat worthless for spring sowing.

Baltimore received during February 678 bus. of timothy seed and 1,737 bus. clover seed against no timothy seed and 9,587 bus. clover seed received in Feb., 1909. Shipments during Feb., 1910, included 3,978 bus. timothy seed and 1,574 bus. clover seed compared with 21,024 bus. timothy and 13,966 bus. clover seed shipped in Feb., 1909.—Jas. B. Hessong, sec'y-treas. Baltimore Chamber of Commerce.

Cincinnati received during February 5,964 bags clover seed, 3,199 bags timothy seed and 5,226 bags other grass seeds, and shipped 5,431 bags clover seed, 7,579 bags timothy seed and 12,657 bags other grass seeds; compared with 9,061 bags clover seed, 740 bags timothy seed, and 11,803 bags other grass seeds received and 5,869 bags clover seed, 4,406 bags timothy seed, and 15,961 bags other grass seeds shipped during February, 1909.—C. B. Murray, sup't Chamber of Commerce.



Milwaukee received during February, 53,640 bus. flax seed, 892,430 lbs. timothy seed and 416,419 lbs. clover seed; compared with 7,420 bus. flax seed, 214,830 lbs. timothy seed and 794,905 lbs. clover seed received during February, 1909. Shipments during February, 1910, were: Flax seed, 2,120 bus.; timothy seed, 1,890 lbs.; clover seed, 365,575 lbs.; compared with shipments during February, 1909: Flax seed, none; timothy seed, 267,200 lbs.; clover seed, 528,200 lbs.—H. A. Plumb, sec'y Chamber of Commerce.

Imports of clover seed during 1909 amounted to 15,268,461 lbs. and flaxseed 1,479,631 bus.; compared with 15,983,373 lbs. of clover seed and 44,721 bus. of flaxseed imported in 1908. Exports of clover seed during 1909 amounted to 14,110,171 lbs.; flaxseed, 63,922 bus.; timothy seed, 26,322,842 lbs. and other grass seeds valued at \$633,785, compared with 9,396,532 lbs. of clover seed, 1,395,508 bus. flaxseed, 25,303,607 lbs. of timothy seed and \$461,040 worth of other grass seeds exported during 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

The reason for the failure of the clover crop is generally not so much a lack of pollenization by bees as the destruction of the embryo seed by the clover flower midge. We are not certain that bees are essential to the production of clover seed, and we have a good deal of evidence to indicate that under favorable conditions clover seed is self-fertilized. It might be that the shaking up that the heads would get by the running of a machine over the blossoms might help considerably in securing self and possibly cross pollenization.—C. B. Smith, agriculturist, Bureau of Plant Industry.

Chicago received during the week ending Mar. 5, 842,900 lbs. timothy seed, 110,300 lbs. clover seed, 648,700 lbs. other grass seeds and 20,000 bus. flaxseed; compared with receipts during the corresponding week of 1909 as follows: Timothy seed, 1,053,893 lbs.; clover seed, 128,708 lbs.; other grass seeds, 642,631 lbs., and flaxseed, 47,000 bus. Shipments during the week ending Mar. 5 were as follows: Timothy seed, 752,900 lbs.; clover seed, 74,300 lbs.; other grass seeds, 806,600 lbs.; flaxseed, 1,400 bus.; compared with shipments during the corresponding week of 1909: Timothy seed, 851,089 lbs.; clover seed, 335,950 lbs.; other grass seeds, 1,091,450 lbs., and flaxseed, 2,005 bus.

Seed corn valued at \$1 a kernel is found in an ear grown by Wm. Strong, of Kalamazoo, Mich., said to be the most perfect ear of corn ever grown. At the recent corn test this ear scored 97 points, the highest score made previously being 94 points in an ear exhibited at the Omaha Corn Show two years ago. It is estimated that the ear grown by Mr. Strong contains 1,000 kernels which brings its total value up to \$1,000. The Kalamazoo Farmers Institute Society will plant the corn, and the Michigan Agri. College faculty will have direct charge of the crop that will be raised from it. The estimated profit from the one ear is \$5,000, part of which will go to Mr. Strong and the remainder used as a prize in future corn shows.

Canadian flaxseed recently has been imported by the Midland Linseed Co., of Minneapolis. The duty of 25c is paid, but the byproduct, consisting of oil cake, is exported under the drawback provision of the tariff law. The crusher receives a rebate of from 4c to 7c per bu. on the flaxseed.

## Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Elevation charges at Argenta, Ark., effective Feb. 24, are announced by the St L I M & S in ICC1406.

Scaleage deductions by eltrs. at Baltimore are covered in Sup 3 to ICC 416, filed by the Continental Line.

Announcement is made by the M & O, in Sup 5 to ICC A546, effective Apr. 1, of allowance for transfer of grain at Cairo, Ill.

Effective Mar. 28, the Minn & St L, in Sup 1 to ICC 19, announces rates on corn, oats, rye and barley from stations on Ia Cent to Kan City, Mo.

A rate of 5½c on wheat from Detroit to Adrian, Mich., is announced by the Wabash in Sup. 2 to ICC 1486, effective, state, Feb. 24, interstate, Mar. 17.

Rules governing eltr. and other charges on grain made by the Central Eltr. Co. at its eltrs. in Baltimore, effective Mar. 1, are announced in ICC GO1670 filed by the P R R.

ICC C1338, effective Apr. 1, has been filed by the Sou Ry, announcing rules governing charge and settlement of expense for doors furnished cars containing bulk grain.

Sup 1 to ICC 2286, filed by the Pere M, effective Apr 5, gives rates on corn from Chicago, Milwaukee, Manitowoc, Kewaunee, Wis., and Wellsboro, Ind., to points in Ontario.

Announcement is made by the B. & O. S. W., in Sup 3 to ICC 6375, effective, state, Feb. 24; interstate, Mar. 18, of rates on corn from points in Illinois and Indiana to Vincennes, Ind.

Rules governing allowances for the transfer of grain (except lake) at Cleveland and Sandusky are announced in ICC 6165 by the CCC & St. L.; effective, state, Mar. 6; interstate, Mar. 27.

Rates on wheat and corn for export from points in Kansas to Galveston, Mobile, New Orleans and Westwego, La., effective Feb. 24, have been filed by the Mo Pac in Sup 2 to ICC A1319.

Rules governing cleaning, milling, malting, shelling or mixing of grain, grain products and seeds, effective Mar. 19, have been filed by the C R I & P in ICC C8842, applicable to points on that system.

Cancellation of rules, effective Apr. 1, governing allowance for transfer of grain at Toledo (with no rates in effect) is announced by the Toledo & O C in Sup 1 to ICC 1522 (No. Ohio Cent. Lines.)

In Sup 1 to ICC 591, effective Mar. 31, the Sou Ind cancels rules governing transfer of grain; it will not provide transfer, except from car to car, in transit on thru shipments as an incident to transportation.

The N Y C & H R has filed ICC B11459, effective Apr. 4, giving rates on grain and grain products from Buffalo, Black Rock, Niagara Falls, Lockport, Suspension Bridge, N. Y., and rate points to stations in N. Y.

Sup 3 to ICC 161, effective Mar. 21, has been filed by the C & A announcing rates on grain, grain products, hay and straw between Chicago, Peoria, E. St. Louis, St. Louis and points taking same rates, and Hannibal, Mo.

## NON-SIFTING SAMPLE ENVELOPES

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Successors to  
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Live weevil plus a little Fuma equals dead ones every time.

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10c per lb. in 50 lb. and 100 lb. drums.

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EXTERMINATED  
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## Supply Trade

The only man who should not advertise is the one who cannot make good.—Fra Elbertus.

The Grain Dealers' National Mutual Fire Ins. Co. has been admitted to do business in the State of Minnesota.

CHICAGO CALLERS: Bert A. Boyd of Indianapolis and E. D. Wilkes, representative of G. W. Kennedy, of Kennedy Car Liner Fame.

The Ellis Drier Co., Chicago, Ill., has now under construction three drier plants: one at Sheldon, Ill., one for W. H. Merritt & Co., at So. Chicago, and one for Boston and Albany R. R. in the east.

The Jeffrey Mfg. Co., Columbus, O., has recently issued a new elevator bucket catalog. It is illustrated with halftones showing the various kinds of buckets manufactured by it and the various methods of applying them.

The Brown Clutch Co., Sandusky, O., has recently moved into its new building which gives much better facilities to fill orders. This company started small in an inadequately equipped machine shop and the present business has been built up largely on the merits of its device.

The Avery Scale Co. is installing in its Chicago office a complete working model of one of its scales with an elevator leg attachment to be run by electricity. This will enable salesmen to show intending purchasers the practical workings of the Avery Automatic Scale.

The Hastings Equity Grain Bin Mfg. Co., has been incorporated with a capital of \$25,000 to manufacture the Boil Patented Metal Grain Bin. Similar companies have been organized for Wichita and Abilene, Kas., and Aberdeen, S. Dak. They manufacture bins from 280 to 2,000 bus. capacity, which have evaporation draft designed to eliminate weevil.

The majority of advertised goods depend for their selling success not so much on the advertisement itself as on the after-impression—the dimly conscious memory of the advertisement. Recently an advertising agent who had conducted a particularly successful campaign pointed out that none of the advertisements was memorable or clever in itself, yet, somehow, the total after-impression was extremely powerful. The medium which has a position of unique confidence makes more vivid and more prominent this after impression.

The Electrical Automatic Appliance Co. of Denver, Colo., seem to have some very important features in its new fire alarm device. The Alarms are installed on the ceiling throughout the building and are adjustable to any degree of temperature. The moment a fire starts in any part of the building this device automatically turns in an alarm, ringing a six-inch vibrating bell in the building, and an eight-inch vibrating bell on the street, and trips a floor annunciator showing you which floor is in trouble. Connected to the city alarm system, it turns in the number of your building to the fire department, and it is given on the alarm whistle or explosive signal, that is audible at a distance of one mile; enabling everyone in your city to know instantly of the fire, as well as its exact location. The alarm number is also given at the telephone ex-

change, enabling the operator to call any parties desired. In five seconds from the time an alarm is turned in you have called the attention of the entire town. The alarm number is repeated three times in one minute's time.

## New Building of Power Equipment Co.

Below is a photograph of the new building of the Power Equipment Co. of Minneapolis. The work of rebuilding the old street railway car barns on Third avenue N. between Washington avenue and Second street, was begun about fourteen months ago and is rapidly nearing completion. The interior of the old building was entirely removed, the side walls reinforced and the entire structure built up of reinforced concrete.

The Power Equipment Co.'s offices and salesrooms are on the ground floor, the frontage on Third avenue being 126 feet and extending back to the Minneapolis & St. Louis railroad tracks, 220 feet. The company has a very complete machine shop in the rear of the building for the manufacture of worm gear pump jacks from patents which it controls and also grain elevator machinery of every description. General job work will also be done.

The company was organized primarily to deal in heavy power machinery and gasoline engines, installing complete plants. Since organization a complete stock of pipe, valves, fittings and engineers' supplies has been added.

Recently the Power Equipment Co. absorbed the Power Appliance Mfg. Co. of Minneapolis, dealer and manufacturer of grain elevator machinery, and it will enter this field extensively. The company is Northwest agent for "the Standard," the Sonander and the Osgood Automatic Scales and the Foos gasoline engines.

The business is under the general management of W. H. Day, who is well known throughout the Northwest.

Corn is to be admitted free of duty into Salvador thru a decree issued Jan. 31.

The mass convention of the Millers National Federation will be held at Minneapolis June 22, 23 and 24. Official headquarters will be at the West Hotel.

## Grain Carriers

Advices from Winnipeg are that only four boats have been chartered for the opening of navigation.

The first charter of the season at Chicago was made Mar. 4, a boat being engaged to take 90,000 bus. of wheat to Buffalo.

The Canadian Northern R. R. will double track its line from Winnipeg to Ft. Francis, and anticipates bringing a large quantity of grain into Duluth when its line from Virginia, Minn., is completed into that city.

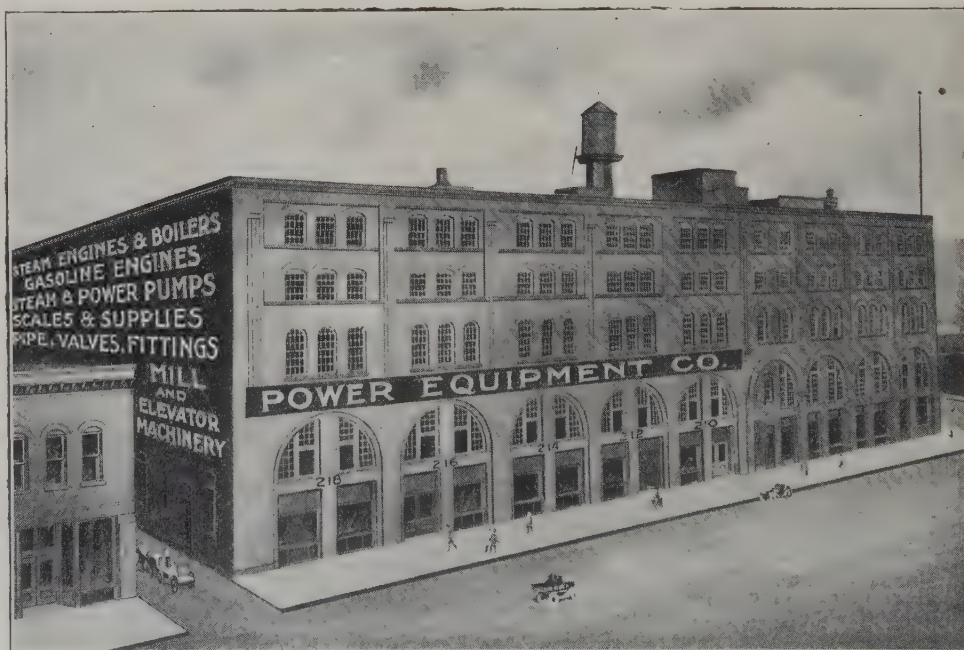
Grain trimmers at New York have made indignant protests against the shortening of the canal navigation season until the completion of the barge canal and adopted resolutions asking that the canal be opened May 1, 1910.

The Interstate Commerce Commission extended the effective date of its order on the elevation allowance to May 1, but soon thereafter the adverse decision of the U. S. Circuit Court extended the effective date indefinitely.

The Santa Fe has let contracts for new construction work in Texas, amounting to \$2,000,000. The new branch line is to extend from Lometa, Tex., west to a point near the town of Eden, a distance of about 100 miles, passing thru the San Saba and Brady Creek valleys.

A decision in favor of the Henderson Eltr. Co., and A. Waller & Son, Henderson, Ky., was given by the Interstate Commerce Commission on their complaint against the Illinois Central Railroad for alleged partiality in rates shown shippers west of Henderson on shipments to the Southeast.

Among speakers at the hearing by the Interstate Commerce Commission at Boston Feb. 29 were David O. Ives, executive director of the Boston Chamber of Commerce; H. K. Webster of Lawrence, Mass.; L. M. Wilson of Binghamton, N. Y.; S. L. McKnight, pres. of the Philadelphia Commercial Exchange, and Alfred Brandeis of Louisville, Ky.





Testimony on the alleged discrimination against Omaha in grain rates was heard at that city recently by Interstate Commerce Commissioner Clark. Among those heard were W. Z. Sharp of Sioux Falls, S. D.; W. J. Thompson of Madison, S. D.; and D. T. Cross of Beresford, S. D., who testified that he formerly shipped grain to Omaha but now gets better rates to Chicago and Minneapolis.

Completion of the Bemidji and Cass Lake line of the Soo system next fall will bring the grain fields of northern Minnesota, North Dakota and southern Canada 400 miles nearer water transportation. The new division is 193 miles long and runs directly between Plummer and Duluth, by way of Moose Lake. Grain destined to complete its journey by water from Duluth will be routed over the new line instead of thru Brooten.

The provision in a bill now before the United States senate, placing coastwise and inland waterway steamship companies under the control of the Interstate Commerce Commission, was the subject of a recent resolution of protest issued by the Baltimore Chamber of Commerce. It is specified in the bill that all steamship lines which have rail connections, and may have thru rail and water rates, shall be subject to the Interstate Commerce Commission with reference to their port and to port traffic.

The Henderson Elevator Co. and A. Waller & Co., of Henderson, Ky., have been awarded reparation by the Interstate Commerce Commission on the ground that the Illinois Central Railroad unlawfully discriminated against complainants in failing to allow the proportional rate and transit privilege at Henderson on shipments of corn and oats from Omaha. During a part of 1906 defendant, by provisions in its tariffs, applied to the transportation from Omaha and Council Bluffs to Cairo and other Ohio river crossings of grain placed in elevators at the latter points and re-shipped thence to southeastern destinations proportional rates less than the local rates paid from said points of origin to said destinations, but no such transit privilege was allowed at Henderson, Ky. The Henderson Elevator Co. was awarded \$348, and the firm of A. Waller & Co., \$1,740 reparation.

At a continuation of the hearing on the application of the Buffalo, Rochester & Eastern Railroad for authority to build a road from Buffalo to Troy, Geo. E. Pierce, of Buffalo, pres. of the Niagara Frontier Shippers Ass'n, testified, Feb. 18, that congestion on the steam railroads and an advance of 120 per cent on grain rates from Buffalo to New York in the last 10 years has worked great loss to Buffalo as a port of entry and shipping center. So far as the elevating interests were concerned, Pierce said, it had meant a loss of 15 per cent on their investment in ten years and reduced the number of men employed in handling grain by about 500. He estimated the loss of business to Buffalo in a decade at approximately 100,000,000 bus. He said further that while the rates from Buffalo to New York had been increased in ten years, the rate from Chicago to Atlantic ports had been reduced 1.10 per cent and this and the establishment of a differential of seven-eighths of a cent minimum and one and one-half maximum against Buffalo also had operated greatly to the disadvantage of that city. He favored the construction of the new road.

## Duty to Object on Receipt of Confirmation.

Union Grain & Com. Co., Plaintiffs,

vs.

W. W. Miller & Sons, Defendants.

Before the Arbitration Committee of the Kansas Grain Dealers Ass'n.

This is a controversy wherein the Union Grain & Commission Co., of Wichita, Kan., the plaintiff, purchased from W. W. Miller & Sons, of Anthony, Kan., the defendant, four cars of corn, this purchase having been made on May 10, 1909, two cars having been shipped on this sale on which billing was used by the defendant and a back-haul charge of 1 cent per hundred weight on each car being assessed, the back-haul charge amounting to a sum total of \$14.37.

From the papers submitted it further appears that defendant did not confirm the sale of the corn to plaintiff, but shipped the cars without objection and according to the billing instructions given by the plaintiff.

The contention of the defendant that there was an understanding over the phone that billing would be used in shipment of these cars and that it was understood by the plaintiff, cannot be taken into consideration by your committee, as Rule No. 4, covering confirmations, was not complied with by the defendant.

It was clearly the duty of the defendant when said confirmation was received to check the confirmation and then and there make their objections, and none having been made, your committee finds for the plaintiff and it is therefore ordered that the said W. W. Miller & Sons, of Anthony, Kan., defendants, promptly pay to the Union Grain & Commission Co., of Wichita, the plaintiff, the sum of \$14.37, the costs of this case being assessed against defendant and the secretary is ordered to return to said plaintiff the deposit fee of \$5.00.

I. A. Pribble,  
C. A. Smith,  
F. B. Bonebrake,  
Committee.

## Authorization to Sell for Account Prevents Application on Contract.

Emil Brunner, Plaintiff,

vs.

A. W. Wickham & Co., Defendants.

Before the Arbitration Committee of the Kansas Grain Dealers Ass'n.

This is a case wherein the plaintiff, E. Brunner, of Hope, Kan., sold to the defendant, A. W. Wickham & Co., of Salina, Kan., one car of wheat for shipment during July on the basis of \$1.05 for No. 2 hard winter wheat, 59 lbs. or better, with cent scale for 3's down to 57.

It appears that plaintiff filled sale with car No. 15758 M. P. containing 899½ bu. of wheat shipped to defendant's order, Kansas City, and that the wheat on first inspection graded No. 4 hard. It also appears that the defendant called reinspection which showed a grade of No. 3 hard winter wheat testing 59 No. 2, not dry.

It also appears that defendant refused to apply the wheat on the contract and the plaintiff authorized said defendant to turn the wheat over to a commission firm in Kansas City to be sold for plaintiff's account.

It further appears that a third inspection was made, and altho a grade of No. 3 mixed, 59½ damaged, was returned by the inspection department, the account sale shows that the car was applied on sale of No. 3 hard wheat without dock.

Your committee finds that altho this wheat graded according to contract plaintiff, Emil Brunner, of Hope, erred in authorizing defendant, A. W. Wickham & Co., to have sold wheat for plaintiff's account, and your committee therefore denies the claim of plaintiff for \$135.45, this amount being the difference between the price at which plaintiff contracted the wheat to defendant and the price plaintiff realized by reason of his having authorized the wheat to be handled for his account.

It is therefore ordered that the plaintiff, Emil Brunner, of Hope, Kan., pay all expenses of the case, amounting to \$20.77, and the secretary is ordered to return to the defendant, A. W. Wickham & Co., their deposit fee of \$5.00.

I. A. Pribble,  
C. A. Smith,  
F. B. Bonebrake,  
Committee.



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Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.  
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**INSURE YOU**  
against losses and worries occasioned by leakage in transit.

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Appleton, Wis., U. S. A.

is decidedly the best and most powerful Car-Mover on the market, and supercedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

**Grain Scale Book No. 23.**

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by  
**GRAIN DEALERS COMPANY**  
255 LA SALLE ST. CHICAGO, ILL.



## Meeting of Grain Dealers at Lincoln, Nebr.

A meeting of grain dealers was held at Lincoln, Nebr., March 2, 1910, under the auspices of the Western Grain Dealers Ass'n.

Mr. Selleck, Pres. of the Lincoln Commercial Club, welcomed the dealers to the city, and also included in his able address some very suggestive ideas regarding the economic necessity of the grain dealer and the middleman in the commercial distribution of the products of the farm.

We are very certain that the grain dealers of Nebraska will be glad to become better acquainted with Mr. Selleck, and the Lincoln Commercial Club, and to accept their cordial offer of hospitality on future occasions.

Mr. Manning W. Cochrane, President, and Mr. John Dower, Chief Supervisor of Weights, of the Merchants Exchange of St. Louis, addressed the meeting on the subject of excessive weighing charges on team tracks at St. Louis, and urgently invited the co-operation of the dealers in assisting to bring about a better arrangement with the municipal authorities in the matter of license fees, etc.

Prof. M. L. Bowman, formerly of the Iowa State Agricultural College, delivered a very interesting lecture on the Improvement of The Oat Crop, advocating the sowing of seed plots with thoroughbred seed, fanning the seed, treating the oats to prevent smut, and properly preparing the seed bed.

Prof. E. G. Montgomery, spoke of the very poor general condition of the seed corn thruout the state of Nebraska. He insisted that the condition is unquestionable serious thruout the North Platte and the northern portion of the South Platte territory. Prof. Montgomery urged the grain dealers to buy grain on its merits as to quality, in order to educate the farmers and induce them to give more attention to the quality of the crops. He suggested that the grain dealers and the college co-operate in an educational campaign with the farmers and grain dealers along this line.

Mr. Chas. A. Dayton was in attendance as an authorized representative of the Kansas City Board of Trade, to discuss the question of carload dockage at Kansas City. Mr. Dayton explained the present situation with reference to carload dockage at Kansas City (which is the only market that has not abandoned this much condemned custom) by saying that the matter is now in the Missouri Courts, and if the Court decides that the Missouri law prohibiting such dockage is illegal, the custom will be discontinued.

In this connection, the Western Grain Dealers Ass'n would urgently suggest that all shippers to the Kansas City market carefully preserve their accounts of sales, deducting such dockage, and in the event of a favorable decision by the Missouri Courts, to insist upon full payment for such dockage.

Anticipating that there would be some resolutions offered for consideration by the meeting, Sec'y Geo. A. Wells, of the Western Grain Dealers Ass'n, who had conducted the meeting thus far, requested the election of a chairman in order that the business might be disposed of in good form. Mr. Low, of the Lincoln Grain Co., of Lincoln, was elected chairman and Mr. Wells was elected Secretary. A motion was made and seconded that the Chair appoint a committee on resolutions and the following named gen-

tleman were appointed: C. B. Seldomridge, Lincoln, Nebr.; S. Richards, Orleans, Nebr.; E. G. Scoville, Friend, Nebr.

After considerable discussion of the different subjects the resolutions recommended by the Committee were unanimously adopted as follows:

### Resolutions.

#### Delayed Reinspection at Kansas City and Omaha.

Whereas, the rules and customs of the Kansas City Board of Trade and the Omaha Grain Exchange permit the buyer to call for reinspection of grain at any time before same is unloaded, and

Whereas, cars of grain are often delayed in delivery at terminals after inspection by the railroad companies because of congestion in terminal yards, and the unloading of cars being often delayed by the buyer to suit his convenience because of lack of storage room in elevators, and

Whereas, the condition and quality of grain often becomes deteriorated because of such delay, the property having passed out of the possession of the shipper and beyond his control. Therefore

Resolved, that we the grain dealers of Nebraska here assembled in convention this second day of March, 1910, under the auspices of the Western Grain Dealers Ass'n do hereby protest against the present rules and customs of the Kansas City Board of Trade, and the Omaha Grain Exchange, and firmly insist that such rules and customs be amended and changed to provide that all grain be sold on the basis of the original inspection, except to give the buyer the privilege of resampling and reinspection within twenty-four hours, or within such length of time as may be necessary to promptly obtain a resample of any car to be reinspected, or in case of cars loaded too full for thoro inspection, or of plugged cars, and further

Resolved, that the Secretary of the Western Grain Dealers Ass'n be requested to forward copies of this resolution to the Kansas City Board of Trade, and the Omaha Grain Exchange, respectively.

#### Excessive Weighing Charges on Team Tracks.

Whereas, the city of St. Louis by its municipal ordinances requires that all grain unloaded on team tracks be weighed over so-called city scales, for which the City of St. Louis collects a license fee of 5 cents per wagon load, and

Whereas, the City of St. Louis has granted an exclusive license to Brady and McGrovanity to operate such city scales, for which they collect an additional fee of 15 cents per wagon load, making a total weighing fee of 20 cents per wagon load, or about two dollars per car for all grain sold on team tracks in that market, and

Whereas, the Railroad Companies having team tracks at St. Louis have offered to install wagon scales in their yards to be supervised and cared for by the Weighing Bureau of the Merchants Exchange of St. Louis, and

Whereas, the Merchants' Exchange is not permitted to have complete supervision of team track scales now provided by the city of St. Louis, the weights often being unsatisfactory, and the weighing charges an excessive expense against the shipper to the St. Louis market, therefore

Resolved, that we the Grain Dealers of Nebraska here assembled in Convention this second day of March, 1910, under the auspices of the Western Grain Dealers Ass'n, do hereby positively and firmly express our dissatisfaction and disapproval of the municipal ordinance of the City of St. Louis, and the consequent excessive weighing charges taxed against the shipper to the St. Louis market, and further

Resolved, that we urgently request the municipal government of the City of St. Louis to modify these conditions and to co-operate with the Merchants Exchange and the Railroad Companies in establishing weighing facilities in team track yards and a reduction of the weighing fees against the shippers to that market, and further, that the Secretary of the Western Grain Dealers Ass'n is hereby requested to forward copies of this resolution to the Mayor and each member of the General Assembly of the City of St. Louis.

#### Carload Dockage at Kansas City.

Resolved, that we protest against the arbitrary dockage of 100 pounds on each car of grain taken by the elevators at Kansas City and that same should be abrogated.

#### On Improvement of the Oat Crop.

Whereas, the general quality and vitality of the Oat Crop has become greatly deter-

iorated and weakened because of lack of proper consideration of the necessity of using well bred seed oats, and of the shiftless method of sowing the seed without proper selection and cleaning of same, therefore

Resolved, that we the grain dealers of Nebraska here assembled in convention at Lincoln, this 2nd day of March, 1910, under the auspices of the Western Grain Dealers Ass'n, do hereby express our hearty appreciation of the lecture delivered by Prof. M. L. Bowman on the Improvement of the Oat Crop, and further

Resolved, that we will use every influence possible to encourage the farmers of this State to sow experimental seed oats plots, using thoroughbred seed of such variety as they may consider best adapted to their particular locality, and also agitate the necessity of fanning the seed thoroly that is used for general planting, so that only the most vigorous and strongest kernels will be sown, and further

Resolved, that we will endeavor to enlist the co-operation of the press, including especially the local weekly papers, to assist in awakening the farmers to the necessity of adopting the practical suggestions made by Prof. M. L. Bowman, by the publication of his articles on Improvement of the Oat Crop that will be mailed to every grain dealer in the State of Nebraska.

#### Co-Operation With College of Agriculture.

Whereas, the Grain Dealers of Nebraska are vitally interested in increasing the production, and improving the quality of the grain crops of the state, therefore

Resolved, that we the Grain Dealers of Nebraska assembled at Lincoln this 2nd day of March, 1910, under the auspices of the Western Grain Dealers Ass'n, do hereby express our appreciation of the good work done at the experimental station under the direction of Prof. E. G. Montgomery, and in the Extension Department of the Nebraska College of Agriculture under the direction of Prof. C. W. Pugsley, and further

Resolved, that we use every possible influence to assist the College in its efforts to improve the grain crops of this State, also urgently suggest to the College a careful consideration of the plans and work of the Seed Growers Ass'n as conducted in connection with the Agricultural College of Ontario, and the State University of Wisconsin, whereby high grade seed grain is grown under the supervision of the College for distribution among the farmers, to be used in planting farm experimental seed plots, and that the Secretary of the Western Grain Dealers Ass'n be instructed to forward copies of this resolution to proper authorities at the College.

#### Extending Membership of the Western Grain Dealers Ass'n.

Whereas, the Grain Dealers of the State of Nebraska are without an organization, and

Whereas, organization is now absolutely essential and necessary to the successful conduct of the business of a grain dealer in the establishment and enforcement of the lawful, equitable and uniform trade rules and customs necessary to accomplish an economical, commercial distribution of the grain products of the State, and the protection of grain dealers against unjust regulations and abuses in transportation and the encouragement of the improvement of the grain crops, the dissemination of information pertinent to the grain business, the compilation of crop reports, and the inspection and repairing of scales, therefore

Resolved, that we the grain dealers of Nebraska here assembled in convention this second day of March, 1910, under the auspices of the Western Grain Dealers Ass'n, demand the appointment of a committee of five, of which the chairman shall be one, from the grain dealers of the State, to consider the advisability of inviting the Western Grain Dealers Ass'n to extend the scope of its membership and work to include the state of Nebraska, and should they so recommend, that they report their action to the Secretary of the Western Grain Dealers Ass'n, and request that organization to solicit membership among the grain dealers of the State.

On motion a vote of thanks was extended to those who had participated in the program, after which the meeting adjourned.

Prohibition of grain exportations by China has been extended so as to embrace practically all of Manchuria.

I deem the Grain Dealers Journal one of the necessities along with other machinery to anyone in the grain business.—Jesse L. Peters, Collett, Ind.



## Taxation of Grain in Transit.

The Supreme Court of Illinois has denied a rehearing to E. R. Bacon of its decision of Dec. 22 affirming a decision by the municipal court of Chicago and upholding the right of the Cook County board of assessors to tax grain held in transit by Mr. Bacon.

Many dealers handling grain on a large scale at Chicago and other points in Illinois do business on the same plan as Mr. Bacon and are subject to taxation under this decision.

Mr. Bacon, residing in Cook County, in 1907 was assessed \$5,000 valuation on grain in his private elevator at Chicago, and the tax levied was \$360. Prior to the levying of the assessment, the grain was owned by residents of various states in the southern and western portions of the United States. The original owners entered into certain shipment contracts with certain railroad companies for the transportation of the grain to the cities of New York, Philadelphia and other cities. The shipment contracts reserved to the owners of the grain the right to remove it from the cars of the railroad companies at Chicago for the mere temporary purposes of inspecting, weighing, cleaning, drying, sacking, grading, or mixing, or of changing the ownership, consignee, or destination thereof. After making the shipment contracts, the original owners delivered the grain at their respective residences, to the railroad companies for transportation. The transactions between the original owners and the railroad companies occurred prior to the tax and assessment on the grain and prior to the acquisition thereof by Bacon. While grain was in transit and prior to April 1, 1907, the original owners sold the grain and shipment contracts, with the owners' right thereunder of removing the grain for the purposes specified above, to Bacon. Bacon was represented at points of destination by various agents, by and thru whom he disposed of grain and other commodities on the eastern markets, and the grain in controversy was purchased by him solely for the purpose of being sold and disposed of by him, through these agents, at the ultimate points of destination. Upon the arrival of the grain at Chicago, Bacon, in pursuance of the privilege of removal afforded him by the contracts of shipment, as the owner removed it from railroad cars for the sole purpose of inspecting, weighing, cleaning, drying, sacking, grading, and mixing, as specified in the shipment contracts, and not for the purpose of changing the ownership, consignee, or destination thereof, to a certain private elevator which was owned by him and which was situated in Chicago. The grain remained in the elevator only for such time as was reasonably necessary for the accomplishment of the purposes for which it had been removed. Immediately after the accomplishment of such purposes it was replaced on cars of the same railroad companies for shipment to the points of destination, in accordance with the provisions of said shipment contracts, and was thereupon forwarded by said railroad companies to said points of destination. It is admitted that said grain was not at any time intended by said original owners, or by said Bacon, for use, sale, or disposal in the state of Illinois, nor had any part thereof been used, sold, or disposed of therein. Judge Vickers said:

Under the foregoing facts the court was requested by plaintiff in error to hold that the enforcement of the tax against said grain would be an unlawful interference with interstate commerce, in violation of the interstate commerce clause of the fed-

eral Constitution (article 1, § 8), and that the said tax was therefore illegal and void. The court refused to so hold, and its action in that regard constitutes the principal ground of complaint in this court. The sole question presented by this record is: Was the grain upon which the tax was levied in transit on April 1, 1907? If it was so in transit, it was not liable to be taxed while passing through the state to its destination.

In *Burlington Lumber Co. v. Willetts*, 118 Ill. 559, 9 N. E. 254, this court held that property in the course of transportation from one state to another over any of the public highways of interstate commerce was not liable to taxation as it passes over such highway, and that a mere delay in transportation, caused by low water or ice or other unavoidable cause, would not render the property being transported liable to taxation by the authorities where the detention occurred. In *Walton v. Westwood*, 73 Ill. 125, it was held that, while property in transit from one county to another within this state was not liable to taxation in the county through which it might be passing on the day fixed by law for taxes to accrue, yet that grain purchased by one as agent and stored in his warehouse subject to the order of the owner, who resided out of the state, was not in transit, so as to exempt the agent from taxation thereon.

In construing and enforcing the interstate commerce clause of the federal Constitution, the rule has been established by the United States Supreme Court that property actually in transit from one state to another is exempt from local taxation; but, if such property be stored for an indefinite time during such transit for other than natural causes or lack of facilities for immediate transportation, it may be lawfully assessed by local authorities. *Brown v. Houston*, 114 U. S. 622, 5 Sup. Ct. 1091, 29 L. Ed. 257; *Coe v. Errol*, 116 U. S. 517, 6 Sup. Ct. 475, 29 L. Ed. 715; *Pittsburg Coal Co. v. Bates*, 156 U. S. 577, 15 Sup. Ct. 415, 39 L. Ed. 538; *Calvert on Regulations of Commerce*, p. 291.

In dealing with the power of the states to tax imported goods while in the original packages and in the possession of the importer, it must be borne in mind that the clause of section 10 of article 1 of the federal Constitution, which provides, in part, that "no state shall, without the consent of the Congress, lay any imposts or duties on imports or exports," creates a distinction between goods imported from foreign countries and those brought in from other states of our Union. The word "imports," in this section of the federal Constitution, applies only to articles imported from foreign countries, and is an absolute prohibition of state taxation. *Patapasco Guano Co. v. North Carolina Board of Agriculture*, 171 U. S. 345, 18 Sup. Ct. 862, 43 L. Ed. 191. A different rule, however, obtains with respect to articles transported from one state to another. In such cases there is no positive prohibition like that against the taxation of imports from foreign countries, and the states have power to tax goods that are brought into this state from other states, if they are held for sale here or for other purpose, giving to the property a situs within this state. *American Steel Co. v. Speed*, 192 U. S. 500, 24 Sup. Ct. 365, 48 L. Ed. 538.

Applying the principles and distinctions laid down in the foregoing authorities to the facts in the case at bar, we conclude that the grain in question was not actually in transit at the time the tax in question was assessed against it. The property was stored for an indefinite length of time in the private elevator of the owner. Both the property and the owner thereof were within the jurisdiction of the taxing authorities of this state. While there was a subsisting contract requiring the railroad companies to carry the grain to certain points beyond this state, there was no obligation on the part of the owner to send such grain forward, if he found it desirable or profitable to dispose of it elsewhere. The mere intention of the owner to send the grain forward under the original shipping contract could not have the effect of giving the property the status of being in transit.—90 N. E. 686.

The locust plague is combatted in the Argentine republic thru the use of novel methods. One plan is to segregate the insects on one side of a fence, made impassable to the locusts by the attachment of iron plates. The locusts are then driven into trenches. A giant blow pipe also is used, the fiery blast from which scorches the insects. The corn upon which they alight is too green and damp to ignite and vigorous enough to replace its singed leaves within a few days.

## THE ELLIS DRIER CO.

¶ The ELLIS COLD AIR DRIER is the most satisfactory machine in the world for raising the grade and improving the carrying qualities of all classes of grain.

¶ These COLD AIR DRIERS and CONDITIONERS have a capacity of from 100 to 4,000 bushels per hour.

¶ The running expense is small and they can be placed in the elevator with no increase in the insurance.

Postal Telegraph  
Building  
CHICAGO



## Convention of National Alfalfa Millers' Ass'n.

The second semi-annual convention of the National Alfalfa Millers Ass'n was held Feb. 25 and 26 at Kansas City. At the opening session the following committees were appointed: Freight Rates: J. W. Anderson, Kansas City; H. P. Larsh, Wichita; M. C. Peters, Omaha. Weights, Grades and Measures: Dr. J. T. Axtell, Newton, Kan.; Jas. N. Russell, Kansas City, and C. L. Thompson, Winfield, Kan. Insurance: L. L. Wiles, Cherokee, Okla.; H. C. Thompson, Wichita, and A. C. Felt, Constitution and By-laws Revision: J. W. Anderson, C. F. Ingram, Beloit, Kan.; Byron Haywood, Lamar, Colo.; H. G. Cherry, Kansas City, and C. L. Thompson.

At the afternoon session Pres. Earl N. Sapp introduced Pres. C. W. Lonsdale, of the Kansas City Board of Trade, who welcomed the delegates and made the suggestion that the floor of the Exchange be used in the distribution of alfalfa products. The members of the ass'n were invited to visit the trading floor of the Board of Trade.

Response to this welcome was made by Pres. Sapp.

Pres. Sapp then made his annual address, in which he summed up the conditions surrounding the alfalfa milling industry.

Chas. H. Ridgway, mgr. of the Western Millers Mutual Fire Ins. Co., of Kansas City, addressed the meeting on the "Insurance Problem of Alfalfa Mills." As a result of this address the sec'y was instructed to write a personal letter to the millers asking if they would be willing to put their mills in shape to stand inspection and come into an organization of members at the rate of 4 per cent. A committee was appointed by the pres. to meet with Mr. Ridgway and formulate a plan for a mutual insurance company.

J. W. Anderson, of Kansas City, reported on the Washington conference of State Feed Control officials, stating that no uniform feeding stuffs law was drafted or recommended at the conference because it was deemed advisable that the features of such a law should be more fully investigated. Recommendations from individuals, he said, would not be considered, but only those of recognized organizations. He urged that the National Alfalfa Millers Ass'n take steps to insure a hearing before the next meeting of feed control officials, which would be held next fall either at New Orleans or Washington.

J. C. Reid, of St. Louis, moved that a committee of five be appointed to draft a set of recommendations for a uniform feeding stuffs law. The following committee was appointed: M. C. Peters, Omaha; Byron Haywood, Lamar, Colo.; W. S. Hanson, El Reno, Okla.; J. W. Anderson, Kansas City, and J. C. Reid, St. Louis.

M. C. Peters, of the M. C. Peters Mill Co., Omaha, declared that in his opinion the rules of the Ass'n should be so shaped as to educate consumers to the value of alfalfa meal on its basis as a protein feed and not on its color.

On Saturday morning the opening address was made by James Page, an attorney of Kansas City, on the subject of "Unfair Competition in Business."

The afternoon session was devoted to committee reports. The committee on weights, grades and measures submitted revised rules which included an additional grade of meal to be called "extra prime"

to cover meal of a "fair greenish color," yet not good enough to be classed as choice; also rules governing deliveries on contract where meal is slightly under the grade sold. With some changes these rules were adopted as follows:

**Choice Alfalfa Meal** shall be milled from alfalfa of natural green color, properly cured, free from foreign grasses, sound and sweet, with pronounced alfalfa fragrance, and contain not less than 14% protein and 1 1/4% fat, and shall not contain to exceed 15% of moisture.

**Extra Prime Alfalfa Meal** shall be milled from alfalfa of fair (greenish) color (but not of sufficient color to grade choice), sound and sweet, have pronounced alfalfa fragrance, shall be free from foreign grasses and shall contain not less than 14% protein and 1 1/4% fat and shall not contain to exceed 15% of moisture.

**Prime Alfalfa Meal** shall be milled from alfalfa, sound and sweet, having a reasonable alfalfa fragrance, shall be free from foreign grasses and shall contain not less than 14% of protein and 1 1/4% of fat, and shall not contain to exceed 15% of moisture.

**Standard Alfalfa Meal** shall be milled from alfalfa, sound and sweet, but not of sufficient fragrance to grade prime, and may contain 15% of foreign grasses and shall contain not less than 11% protein and 1% of fat, and shall not contain to exceed 15% of moisture.

**No Grade Alfalfa Meal** shall include all alfalfa meal not good enough to grade standard.

The most important change made in the revision of the constitution and by laws was in the article on membership. As submitted, only actual millers of alfalfa can become regular members. Dealers, brokers, machinery and railroad men may become associate members, and press representatives or others who are desired may become honorary members. The annual dues for regular members were placed at \$25 per year; for associate members, \$15 per year, payable in advance. Associate members are not allowed the privilege of voting or serving on standing committees, with the exception of the arbitration committee. They have the same floor privilege as regular members, and their advice and recommendations receive the same consideration. Considerable opposition developed from brokers and buyers of alfalfa meal, who contended that they should be classed as regular members. The millers, however, predominated and the revision stood as it was read.

The early departure of a number of the members resulted in only about forty being present at the dinner that was served Saturday evening. The speakers at the dinner were J. S. Tustin, freight claim agt. Mo. Pacif., and Ed. H. Webster, director of the Kansas Agri. Exp. Sta., Manhattan. Dr. J. T. Axtell, of Newton, Kan., was toastmaster.

## Exports of Hay.

Hay amounting to 59,738 tons valued at \$1,090,536 was exported during 1909, against an aggregate of 70,800 tons valued at \$1,279,917 for 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Exports of Glucose, Corn Oil, and Corn Oil Cake.

During 1909 we exported 121,125,324 lbs. of glucose, 21,202,348 lbs. of corn oil and 50,393,494 lbs. of corn oil cake, against 117,344,490 lbs. of glucose, 20,383,530 lbs. of corn oil and 55,603,993 lbs. of corn oil cake in 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

I cannot get along without the Grain Dealers Journal.—Orin A. Thompson, Willow Lakes, S. D.

## Argentine Futures Market.

Transactions for future delivery on the Buenos Aires Board of Trade are showing a gratifying increase. The biggest single sale yet recorded was 3,000 tons of wheat for March delivery.

The organization is known as the "Mercado de Cereales a Termino de Buenos Aires"; and it holds two rings daily at 11:30 to 12 and 4 to 4:30 p. m., which are well attended. Flaxseed also is an important crop in Argentina and the excitement in the seed market has been profitable to the speculators. Following is a copy of the contract on which trades are made by the Buenos Aires Cereal Ass'n:

### Future Delivery Contract—Wheat.

Buenos Ayres.....19..

We have this day sold to..... on the terms of the rules and regulations of the Buenos Ayres Cereal Trade Ass'n .....kilos of wheat, Class A, of the crop....., sound, dry, clean and of fair average quality, at the price of \$ (national money)..... per 220.5 lbs., gross with sack, to be delivered on rail at Darsena or ex stores and elevators in Buenos Ayres, to be approved by the Ass'n or in the following places with the following bonifications to the buyers:—

Mercado Central—14 cts. per 220.5 lbs.  
Riachuelo—14 cts. per 220.5 lbs.

Delivery is to take place during the month of.....

The maximum weight of each bag is not allowed to exceed seventy kilos (154.35 lbs.).

The wheat (sound, clean and fit for export) must be free from cockle seed.

Foreign matters, including smut, are permissible to an extent of 3 per cent, but the proportion of smut must not exceed 1/2 per cent.

If a delivery of wheat takes place with the specified weight declared, wheat weighing 3.21 lbs. per bu. less than the above standards will be accepted, but a bonification of 10 cts. for each 2.2 lbs. per hectolitre, or 0.8 lbs. per bu., is due to the buyer if the delivered wheat weighs not less than 62.5, and 15 cts. for each of the next kilo per hectolitre, if it weighs not less than 60.9 lbs. If the delivered wheat weighs more than 64.1 lbs. and less than 65.7, a bonification of 2 1/2 cts. per 2.2 lbs. is due to the sellers. Fractions of 2.2 lbs. (one kilo) will be reckoned proportionally.

The seller who wants to deliver wheat "in bulk" is allowed to do so, but he must deliver a corresponding number of empty bags also, the weight of which is reckoned as wheat.

## Imports and Exports of Rice.

Imports of rice, rice flour, rice meal, and broken rice during 1909 amounted to 225,710,483 lbs., against 217,345,410 lbs. in 1908.

Exports of rice, rice bran, meal and polish during 1909 aggregated 24,170,369 lbs., against 21,124,054 lbs. for the year preceding.

Of foreign rice, rice flour, rice meal and broken rice during 1909, we re-exported 7,390,960 lbs., against 7,656,300 lbs. in 1908, according to the report of O. P. Austin, chief of the Bureau of Statistics.

## Exports.

Broomcorn worth \$371,167 was exported during 1909, against \$258,811 valuation for 1908.

Buckwheat amounting to 280,799 bus. was exported during 1909, against 51,137 bus. for 1908.

Malt to the amount of 144,442 bus. valued at \$124,216. was exported during 1907, against 155,282 bus. worth \$150,415 during 1908.

Linseed oil cake amounting to 623,416,320 lbs. valued at \$8,877,640 was exported during 1909, against 685,870,902 lbs. worth \$9,206,268 for 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.



## Feedstuffs

Readjustment of the German tariff on Homco feed has been asked of the federal government by the American Hominy Co., of Indianapolis. A tax of 10 marks a ton is now assessed on corn cob meal from the United States, whereas the same article coming from Italy, South America or Russia is not taxed at all.

During the year 1909 666 brands of commercial fertilizer were licensed, as against 564 the previous year. It is unlawful to sell any commercial fertilizer in Ohio without the payment of a license of \$20 for each brand. The cost of each license must be paid either by the manufacturer or the dealer selling it. Out of this fee is paid the cost of collecting samples and the charges of the official chemist for analyses. At the present time a suit brought by the American Reduction Co. of Pittsburg is pending in the United States Court, which raises the legality of the law. The attorney general's office has advised that the law is sadly in need of revision, and that the legal department of the state will assist in revising the present statutes and placing an effective law at the disposal of the board. The present legislature will be asked to remedy the law as it now stands. Our board has had several sad experiences in court with weak laws and heavy costs to pay.—Ohio Dept. of Agri.

The National Ass'n of Feed Dealers stands only for honest and legitimate feeds, and honorable business methods.

In proposing laws for the manufacture and sale of feeding stuffs, this association cannot be too careful. In order that the legislative committee may be able to handle this subject in an intelligent manner, members having grievances in respect to the present laws of the state in which they are located, should not hesitate to communicate their criticism fully to the Legislative Committee. This ass'n, in advocating new legislation for the purpose of obtaining, as nearly as possible, a uniform law, cannot get too much information as to the objectionable features of the present State laws.—Geo. A. Schroeder, Sec'y.

Kansas is the only state in the union that imposes both a license and a tax per ton on mixed feed; all the other states have only one or the other expense attached to the sale of it. Kansas is reaping more benefit from the alfalfa mixed feed business than any other state in the Union, therefore it seems to us entirely out of place to impose such an expense on us. We are paying \$10 a year registration fee in Kansas on each one of our products to which we do not object and each sack of linseed or cotton seed meal is subjected to a tax of 1¼ cents; neither do we make any objections to this, but as mentioned before, our feed contains a small amount of linseed oil meal and a ruling has been made by the Manhattan Experiment Station that each sack or package that contains any amount of linseed or cotton seed meal, no matter how small, would have to pay the same tax as an entire sack of the meal. This imposes a penalty on us to pay from 40c to 65c tax on every sack of linseed oil meal we use in our products, which we think is altogether out of reason. Linseed oil

meal, as you all know, is the best conditioner and appetizer known for all kinds of stock and we do not see why we should be subjected to this tax in making a better feed than if we left out the linseed oil meal.—Otto Weiss.

### Exports of Glucose, Corn Oil and Cake.

During the eleven months prior to Dec. 1 we exported 85,333,232 lbs. glucose, 43,162,729 lbs. corn oil cake and 310,812,429 lbs. corn oil, against 88,187,842 lbs. glucose, 52,144,414 lbs. corn oil cake and 305,455,245 lbs. corn oil for the corresponding period during the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics.

### Hot Corn.

Unless great care is exercised in sorting corn before it goes to the sheller, and in drying before loading, heavy losses are sure to accrue. Many country buyers are disposed to postpone receipt of new corn as long as possible in the hope of averting disastrous losses.

Money in the bank does not often deteriorate but when tied up in hot corn, which has been locked up in a box car for six or eight weeks, it is not likely to return many cents on the dollars originally invested.

### "ARAB" HORSE FEED

A PERFECT BALANCED RATION  
M. C. PETERS MILL CO.  
Alfalfa Queen Mills. OMAHA, NEB.

## ASK US FOR FREE SAMPLES

To reach every elevator operator by personal calls is an expensive, slow method of introducing any product.

Hence, as we believe you are competent to judge the merits of a grain feed, and because our products have stood many practical tests, we want every feed dealer to send for a sample of our product and see for themselves. Just ask for

## SCHUMACHER'S FEED—For Horses, Cattle and Hogs

Agricultural Experiment Stations have demonstrated by actual tests that a finely ground feed has from 15 to 25 per cent greater digestibility than whole grain.

This feed is easily sold because it is a handsome, smooth, heavy, splendid looking feed, equal to the best oats obtainable—kiln dried and absolutely safe for feeding purposes.

With this feed in stock you can buy the farmer's grain and in turn sell him our Schumacher's Feed for less money and he will get more satisfactory feeding results.

We also make and sell Mixed Grains for Poultry Feeding.

Send for free samples and ask for prices.

**The Quaker Oats Company** FEED DEPT. **Chicago, Ill.**



## Patents Granted

**Car Seal.** No. 950,151. (See cut.) Chas. E. Fox, St. Louis. The seal consists of a bow having barbed grip portions widest at their terminations and tapering inwardly longitudinally of the bow, and a block having a passageway in one side and having a tapering way communicating with the passageway and adapted to receive the grip portions.

**Grain Door.** No. 949,659. (See cut.) Peter S. Ratzlaff, Buhler, Kan. Guide rails are provided at opposite sides of car doorway, arranged vertically and having downturned hook shaped upper ends provided with terminal shoulders, doors to slidably engage the rails, and clamps having hook shaped ends to engage the rails and their hook shaped portions and adapted when disposed upon the latter to rest upon the terminal shoulders.

**Grain Door.** No. 950,025. (See cut.) Geo. Paget, Chas. E. Paget and Arthur E. Paget, Huntsville, Ont. The door comprises longitudinal boards and vertical battens located at the outside at such a distance from the end as to leave a projecting edge at each end of the door, which with the batten is designed to engage the inner corner of the door jamb, and bar extending along the bottom of the door and having an inwardly projecting edge flange above the level of the bottom of the door.

**Grain Door.** No. 950,788. (See cut.) Walter S. Williams, Clinton, Ill., assignor of twenty-eight one-hundredths to C. W. Pifer, and fifteen one-hundredths to W. H. H. Hastings, Clinton, Ill. The doors are hung at opposite sides of the door frame, an upwardly movable door section above the first named doors, a transverse bar pivotally supported between the sides of the door frame with the inner side of which the upper portions of the lower doors are adapted to engage, and means for locking the doors in engagement with the bar.

**Car Seal.** No. 950,686. (See cut.) Eugene C. Yeoman, De Kalb, Ill. The seal comprises a casing composed of top and bottom members foldable one over the other and spaced slightly apart, a connecting strip having one end secured between the top and bottom members, means for detachably connecting the members and strip together, the other end of strip being adapted to pass over the connecting means and prevent tampering therewith, and means arranged within the casing for locking the free end of the strip against withdrawal.

**Corn Crib.** No. 950,902. (See cut.) Wm. B. Engel, Medina, O. The crib has a concrete base, a sectional metallic wall secured to the base, the meeting edges of the sections being secured in vertical plates, the plates being substantially U-shaped in cross section, a sectional foraminated floor disposed upon the base and spaced therefrom, air ducts formed in the base and communicating with the space between it and the metallic floor, a conical roof having its outer edge disposed upon the wall, and an air tube extending centrally through the roof and secured in the base, the lower portion of the tube being perforated.

**Grain Steeping Process.** No. 948,514. (See cut.) Adolph W. H. Lenders, Waukegan, Ill. Patent is granted on a process for steeping grain before grinding, in the manufacture of starch, and consists in causing the steeping liquid to be passed successively and continuously thru a series of separately confined bodies of the grain, shutting off the liquid from the bodies of grain one after another while continuing the circulation of the liquid thru the other bodies, and draining and washing the bodies of the grain from which the liquid is shut off.

**Grain Door.** No. 950,007. (See cut.) Tony Oswald, Canova, S. D. Brackets are secured to the car at opposite sides of the door opening, and having slots therein, a rod mounted at its ends within the slots, a U-shaped hanger pivotally mounted upon the rod, the hanger having an intermediate outstanding portion, a door section slidably mounted on the hanger, a bracket upon the lower portion of the door section and movable thru the outstanding portion of the hanger during the movement of the section in an upward direction upon the hanger, and transversely extending bracing strip upon the section and co-operating with the intermediate portion of hanger for limiting the downward movement of the door section.

**Connector for Grain Spout Sections.** No. 949,499. (See cut.) John Redmond, Leroy, N. Y. The spout comprises a plurality of sections arranged at different angles and having their end edges in horizontal planes, and metallic connectors between the sections comprising an upper and lower member, each upper member having a rectangular flange and a depending cylindrical sleeve flared at four points to the inner corners of the flange, and provided with an annular external groove near its lower end, and each of the lower members comprising a rectangular plate and a cylindrical upstanding flange, receiving the lower end of the co-operating upper member, and a binding screw passed thru the cylindrical flange and entering the groove to impinge against the wall of the upper member at a point within the groove.

## How to Burn an Elevator.

BY I. M. ARSON.

A pail of water in itself is an insignificant thing; but if used at the proper time, it might save your elevator from destruction. How are you fixed? Are you ready for a fire if one should occur in your elevator?

How would you like to have a good cribbed elevator in charge of a man who maintains the house up to mutual fire insurance company standards, the best of any I know of in South Dakota, and an ownership who have a similar regard for their own property? Everything in thoro repair; well painted outside and much of inside. Office painted and varnished. Floors, windows and engine all kept extra clean. It seems more like going into a modern 500 h. p. engine room than the engine room of a country elevator. This house is entitled to particular recognition on maintenance.

## New Members of Grain Dealers National Ass'n.

During February the following were admitted to membership in the Grain Dealers Nat'l Ass'n, as reported by Sec'y Jno. F. Courcier:

**Nashville, Tenn.**—Bell-Duff Commission Co., W. H. Crozier Grain Co., Gillette-Hardison Grain Co., Harsh Bros & Co.

**Birmingham, Ala.**—W. A. Agee & Co., Alabama Mill & Elevator Co., Birmingham Grain Co., W. M. Crosby, W. C. Hill, Wood & Crabbe Grain Co.

**Columbus, Ga.**—Columbus Grocery Co., J. B. Key & Co.

**Knoxville, Tenn.**—J. Allen Smith & Co. **Montgomery, Ala.**—W. A. Davis, West-Stegall Grain & Milling Co.

**Mobile, Ala.**—Alabama Corn Mills Co., Cleveland Bros., Chas. G. Ibach, Dixie Grain Co., E. H. Kimbraugh Co., McAndrew, Hopper & Co., G. Mertz & Co., St. John & Co., J. L. Suttle.

**Minneapolis, Minn.**—Hallett & Carey Co. **Chattanooga, Tenn.**—Crain & Co.

**New Orleans, La.**—R. J. Barr, C. B. Fox, J. T. Gibbons, G. B. Matthews & Sons, Milam-Morgan Co., Ltd., Nathan & Fettes, C. M. Rodd, M. A. Rogers & Co., Henry B. Schreiber & Bro.

**Pensacola, Fla.**—Bonacker Bros., Consolidated Grocery Co., M. F. Gonzalez & Co., Jennings' Naval Stores, B. Jones & Co., L. Mayer, F. S. Mellen & Co., Welles-Kahn Co.

**Jacksonville, Fla.**—Baker & Holmes Co., A. S. Baker Co., C. W. Bartleson Co., W. A. Bours & Co., Browder & Haym, Consolidated Grocery Co., Thos. J. Elmore & Co., Ganahl & Saussy, The W. B. Johnson Co., J. H. McLaurin Co., Peninsular Naval Stores Co., J. W. Snyder & Bro., T. S. Southgate Co., Stringfellow & Doty, United Grocery Co., Van Deman & Lewis Co., Vincent & Gray, Wilson & Parker Co., O. H. Wright & Co., C. W. Zaring & Co.

**State College, Pa.**—Geo. C. Meyer & Co. **St. Louis, Mo.**—Powell & O'Rourke.

## Dont's for Oat Shippers.

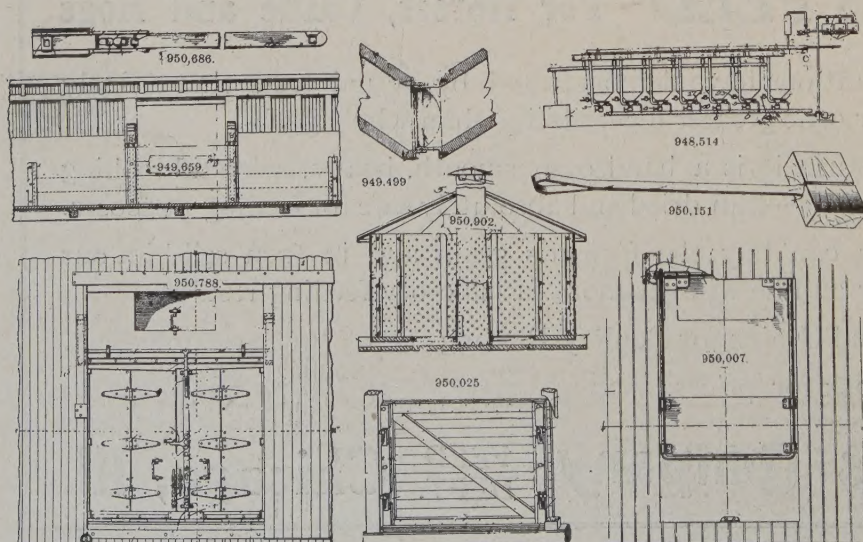
A number of years have elapsed since the following suggestions for grain shippers were first issued, but they still hold good and may be reread frequently with profit:

**DON'T** load damp grain. If shipped in a damp condition it will invariably be hot or musty upon arrival at market.

**DON'T** ship unmerchantable stock; there is always a free supply of common grain on the market at the beginning of each new crop.

**DON'T** ship grain in dilapidated cars; see that the roof is in good order and that the car is otherwise free from leaks.

**DON'T** overload your cars. The greater the bulk, the more likely is the grain to get out of order.





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ORGANIZED 1883

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CHAS. H. RIDGWAY, Secretary.

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The Oldest Millers Mutual Fire Insurance Company in America.

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J. T. SHARP, Secretary

ORGANIZED 1878

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Cash Surplus, . . . . 329,927.51

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LANSING, MICH.

INSURES ELEVATORS AND GRAIN

PERMANENT OR SHORT TERM POLICIES

## What Features Do You Think the



INDIANAPOLIS, IND.

### Ought to Have?

Just what requirements would you like to have this company come up to?

Stability, efficiency, economy, etc., of course—but they are only *general* terms that everyone uses.

Let's be *specific*.

How about a loss ratio of 25 to 30 per cent and the expense ratio of 15 to 20 per cent of your premium, with the unused premium as a profit?

Wouldn't a feature like that interest you?

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Wouldn't that help considerable?

How about a company that has a perfect self-inspection system that has been proved the happy medium between *high* and *low* loss ratio?

All of these you must look for if you want to get the *greatest* possible insurance value.

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C. A. McCOTTER, Secretary, Indianapolis, Ind.

ORGANIZED SEPTEMBER 1897

## GRAIN SHIPPERS' MUTUAL FIRE INSURANCE ASSOCIATION IDA GROVE, IOWA

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Losses paid to date . . . . 448,000.00

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No Premium Notes.

We write Fire, Lightning and Tornado Insurance for long or short term.  
MEMBERS' LIABILITY LIMITED: F. D. BABCOCK, Sec. -

ORGANIZED 1902

## Tri-State Mutual Grain Dealers Fire Insurance Co.

Organized and controlled by Grain Dealers. We dividend in cash the unearned premium. A policy with us will reduce your expense account. Write for list of satisfied policy holders. Address

E. H. MORELAND, Secretary . . . Luverne, Minn.

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Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

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Semi-Annual Assessments costing about one-half Stock Company rates. NO conflagration hazard.

Gross Assets, \$5,288,714.00 Net Cash Surplus, \$930,166.99

**GRAIN STORAGE RECEIPTS** for keeping a record of grain stored. 50 tickets, printed on bond paper 10 1/2 x 3 1/2 in., in each book. Order form No. 4. Price 50 Cents. GRAIN DEALERS JOURNAL, - - - 255 La Salle Street, CHICAGO

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Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000. It is printed on ledger paper in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in heavy manila and form a thin book 2 1/2-in wide by 8 1/2-in long. Price 50 Cts. Address GRAIN DEALERS JOURNAL, 255 La Salle Street, CHICAGO, ILL.

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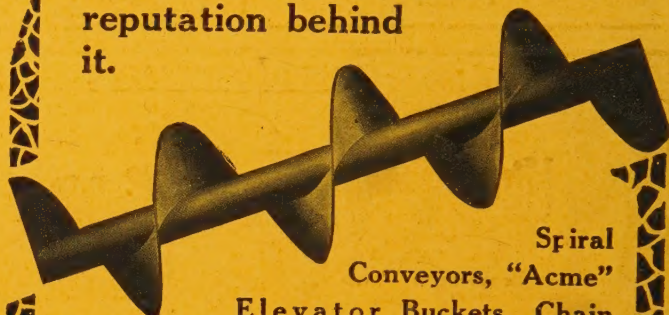
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We have striven to lower the cost of handling grain and other commodities, and our efforts have made the name

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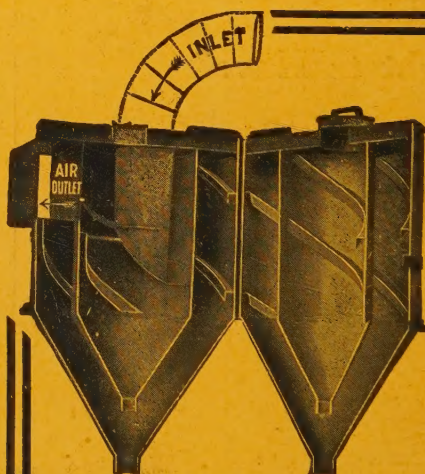
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### A Day Dust Collector Reason

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One of our customers who has three collectors installed in Indiana, writes under date of June 22, 1909: "Our head miller says he wouldn't have them taken out for \$1,000 and go back to the old cloth machines again."

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